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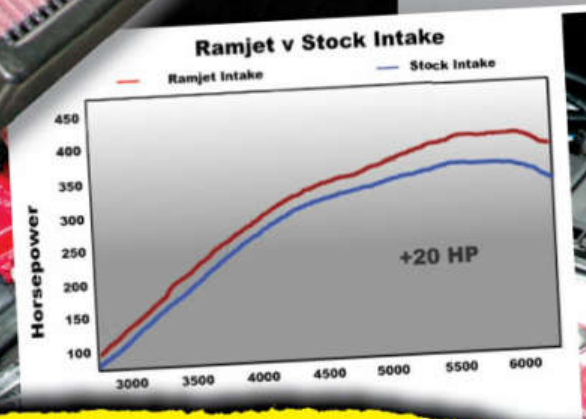

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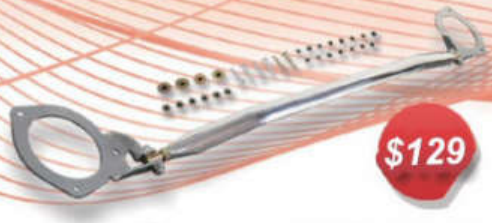

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018

STREET SCENE

058 DAY OF THE LION

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058

REGULAR FEATURES

010 CRUISE CONTROL
012 SMOKE AND MIRRORS
028 ON THE STREET
030 IN THE BUILD
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078 HOME BREWED
080 QUARTER POUNDERS
082 NEW PRODUCTS
098 NEXT TIME AROUND

FEATURE CARS

034 HEATWAVE
It's getting hot in here

042 FULL HOUSE
George Aspite's 403ci, audio-heavy VY SS boasts everything you could want in a late-model ute

050 BAILOUT
You think Greece's in trouble? It's nothing compared to what these tyres are being put through

070 QUICKIE
A very special build for a very special boy gets the full nut-and-bolt resto renovation

092 WAY OF THE WARRIOR
Black and white and redlining all over, here's a 550rwhp ute you don't want to mess with

THE NAME [GAME]

Do you rock a set of custom yellows like this issue's cover car? Are you an all-out look at me type of Commodore fan or do you prefer to fly under the radar? Are the plates on your car somewhere in the middle ground with your initials and month/year of your birth or the type and capacity of your engine? Are you a little more creative than that and prefer to name your car or give some hint as to its abilities (or lack thereof)?

While people tend to think about the types of power, handling and stopping modifications they'll be making to their street car in time to come, the tendency for enthusiasts to design and order a custom number plate seems to be at the top of the list. It's a mark that you've built something you're proud of and that it deserves recognition independently of the often thousands of similar vehicles on the road that might otherwise be indistinguishable from it.

Take a look at every single feature car in this issue and they've all got their state's version of a custom number plate. It's the same in just about every issue of every modified car magazine you'll ever pick up and it's becoming more and more popular. In a world where so many consider their car to just be an appliance to get them where they need to be, custom plates are a sign to other enthusiasts you see on the road, no matter what they drive, that you're cut from the same cloth as them and are involved in a hobby that most of the motorists you share the road with are blissfully unaware of.

In magazine world, the plates become the name of the car. It's how we refer to them and how we distinguish one build from another. Sometimes the plate becomes the name for the owner too and whether that's a good thing or not, some personalities in the scene will never be known by any other name.

Perhaps the best example I've ever seen of enthusiasts making sure their vehicle stands out is at Cruise for Charity. One quick lap of the venue (if that's even possible at an event like that) and it was the cars with regular-issue plates were the ones that stood out. It did prove that there are some pretty creative ways to skirt the rules on what can and can't get through the automated and non-automated systems of plate approval and it's always good for a laugh too.

What's the best custom plate you've ever seen on a Commodore? Is it yours or a mate's? Let us know via our Facebook page and we'll find something cool in the prize cupboard for the best ones. Until then, check out some of the creative names that Street Commodores readers have for their rides.

See you next issue,
Adrian

Street Commodores 244

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SMOKE AND MIRRORS

FLYING NORTH FOR THE WINTER

- PHIL KERJEAN

Last time out I mentioned I was heading up to Gazzanats Darwin. Man, what a top weekend we had up there. I think I have found a new favourite place, alongside Cairns of course. It's hard to believe that while it is freezing cold on the NSW South Coast that it can be so nice and warm just a few hours away by plane. Basically in the 4 days we were there I don't think we seen a single cloud and the coldest it got the whole time we were there was 22° and that was at 2am. With the temps sitting on the 27°-30° mark pretty much every day, it's hard not to enjoy the place and the people are pretty laid back as well.

It all makes for a great environment to go and tear the Hidden Valley track apart. And tear it apart we did. I don't think there was a car at the event left that had any tyres or fuel by the end of it all and the track had the markings to prove it. The track itself is a great set up and much like the old Oran Park circuit you can see most of the track from the pit roof.

Darwin itself has a fairly strong scene, especially in the street car scene but there are a few tuffies up there as well. I reckon most of them were there too as there was only around 20 interstate cars on hand. I think all up there would have been around 300 cars which meant there was plenty of track time and also no massive line-ups for events. While that's cool it also gets expensive because I turn into a greedy little track hog and go out in every session. I think 3 laps was 50L of methanol and a set of tyres. But I loved every minute of it so I can't complain too much.

In the driving events it was pretty much the tourists that stole all the prizes. Justen Brown in WANAGO took out the Powerskids in what is probably one of the biggest skids I have ever seen, he also took out Show and Go. Matty Purnell won the Burnouts and a Black VL from WA called KARMA took out king of show. That VL is amazing and the attention to detail is awesome. TUFFST ran flawlessly all day and managed to pick up 4 awards in the Show and Shine.

The burnout pad is cool and different to what we are normally used to. It's a little bit tighter that Sydney but has a long run in and the pad itself is fairly long. The run in is pretty crazy as it has a box drain to the left and a light post to the right so as you come into the pad you have a little kink in the run in. It's a bit sketchy and takes some serious commitment but it's part of the fun I guess. Also the crowd are right above you, literally. You can almost touch them you are that close. A great first up event for Gazzanats in Darwin and the team have locked it in for another 5 years. So I guess the flying north for winter will continue but next time we will stay for at least a week. Too nice a place not to.

In the next few days the old girl will be home and it will be time to get her ready for a private photo shoot and also a couple of static events. Need to recharge the batteries a bit too as I'm a bit under the weather at the moment, must be the coming back home to this shitty cold weather. I suppose you have to take the good with the bad, life can't always be about having fun and doing skids.... or can it?

That's how I roll.

Phil

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Want a look inside to see what makes this Walky weapon tick? See it and its brand new boosted brother next issue!
MONSTR CLOTHING

NSTR MASH

We see modified HSVs every single day so it takes something pretty special to stand out and grab our attention. Lucky then that attention grabbing is what the folks at Monstr Clothing do best and we didn't have to look (or listen) twice to know that this bad boy was something a little bit special.

savage
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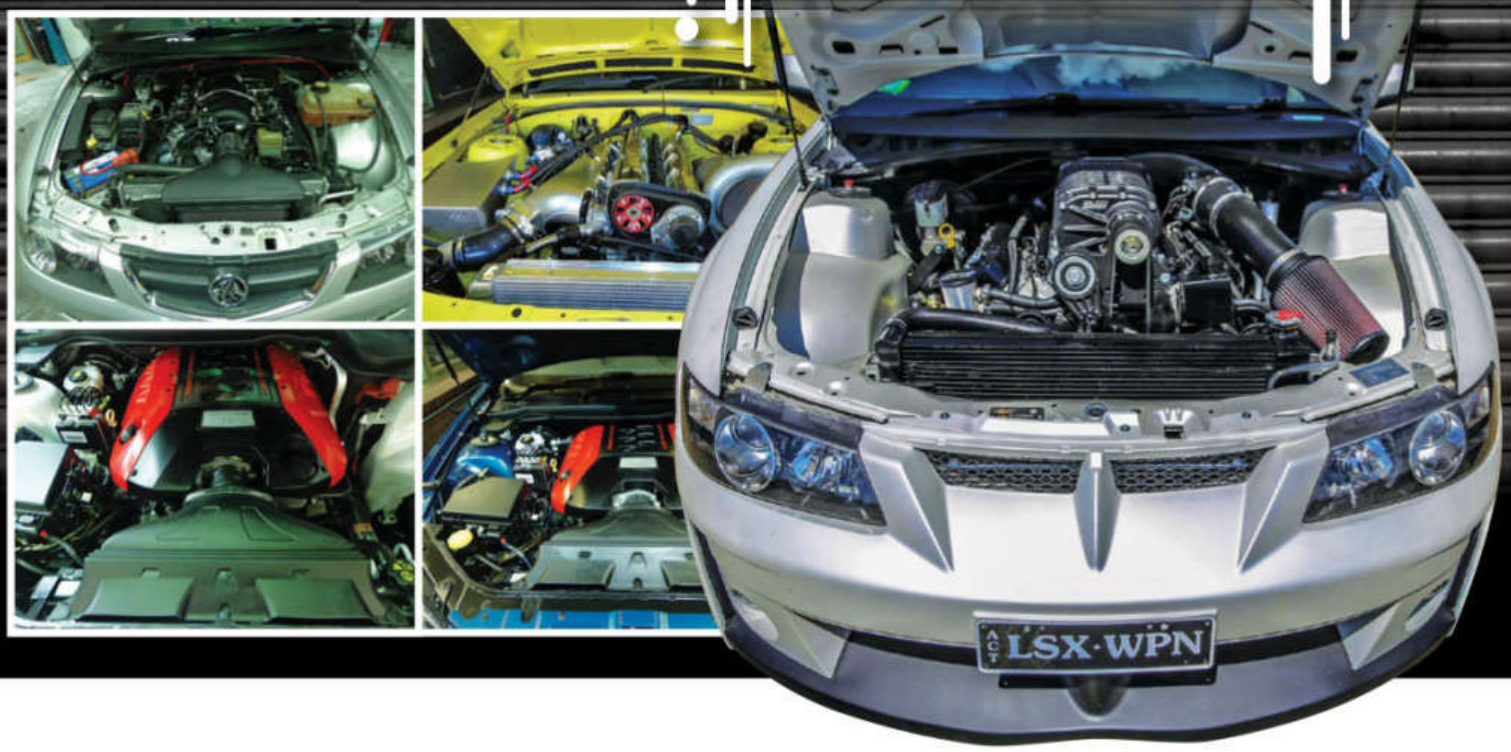

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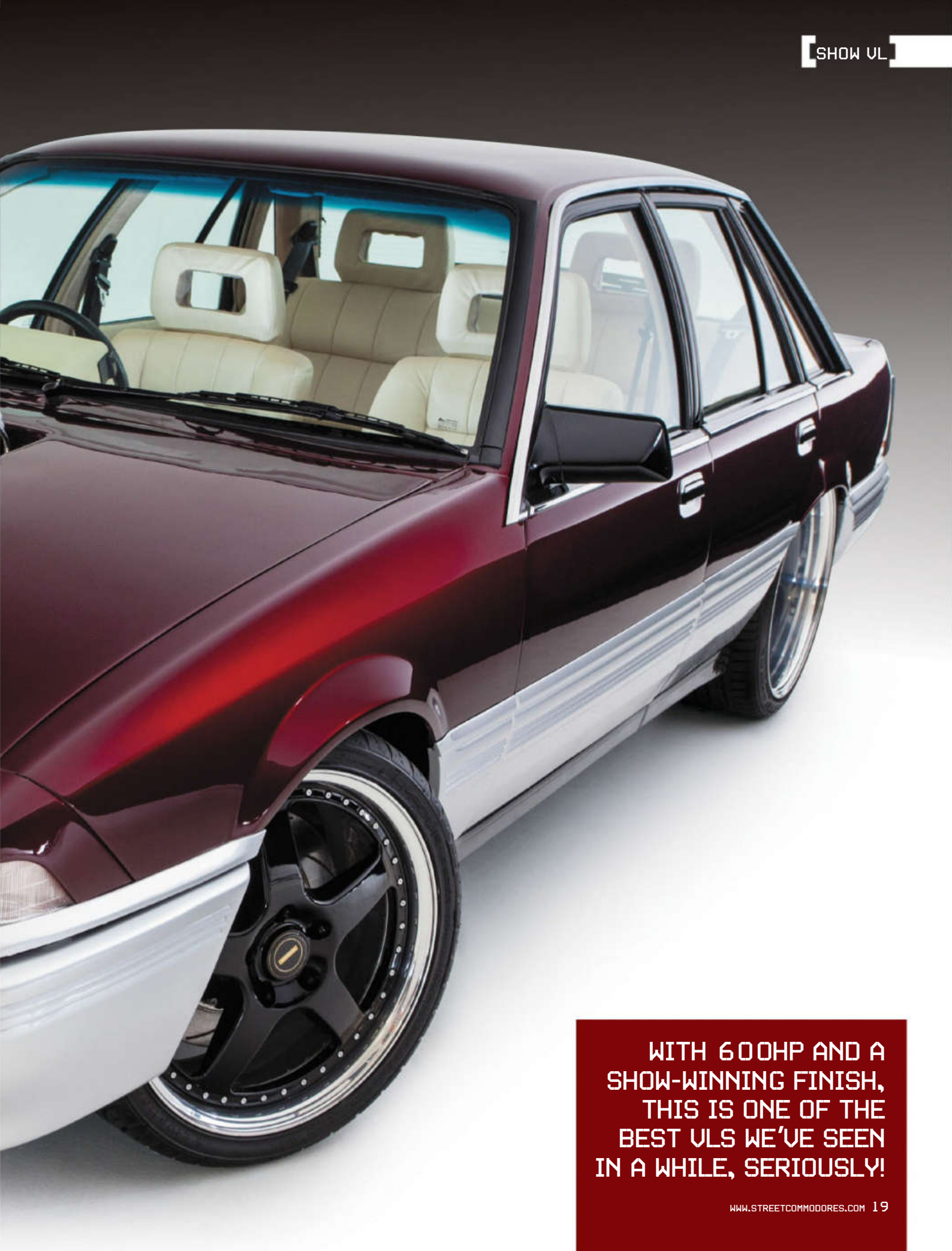
BRANDY WHINE

WORDS: JASON ROUND PICS: ERIC TANG



WITH 600HP AND A SHOW-WINNING FINISH, THIS IS ONE OF THE BEST VLS WE'VE SEEN IN A WHILE, SERIOUSLY!

There's a stereo, but you can't hear it over the blower whine

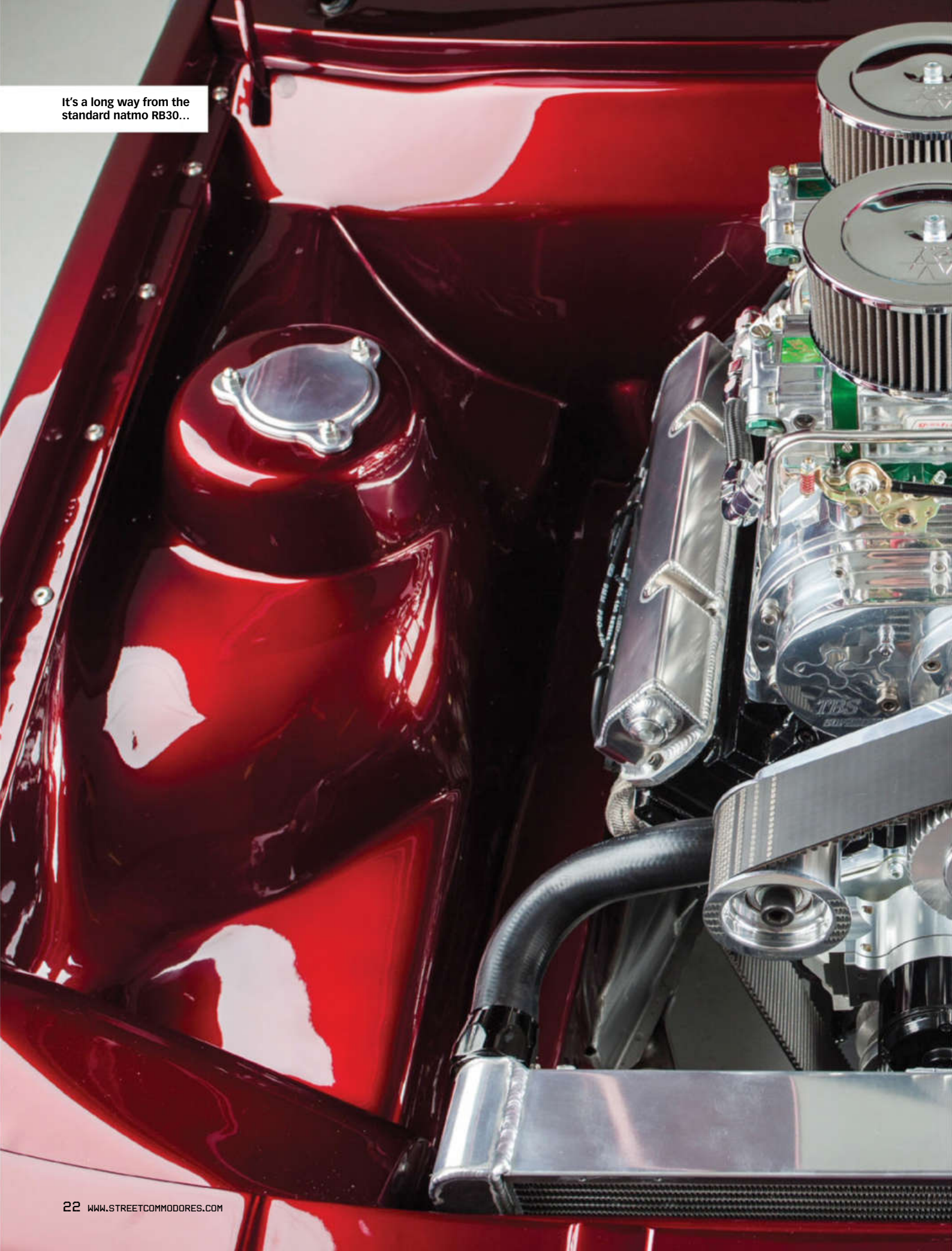
Mechanic Brad Luff (20) is the owner of the 1988 Holden VL Calais. He says, "I have always loved VLs. I had one as my first car. This is my second. I was going to build it to be my daily, but it got a bit out of control and remains a show car for the moment."

Four years in Brad's care has produced this, a Calais that has every box ticked and every space filled with something new and wonderful. There are other VLs in the past, some various other models, even a HiLux, but this is the one that broke the bank, so to speak. Still, Brad says the experience he had building it up made it all worthwhile.

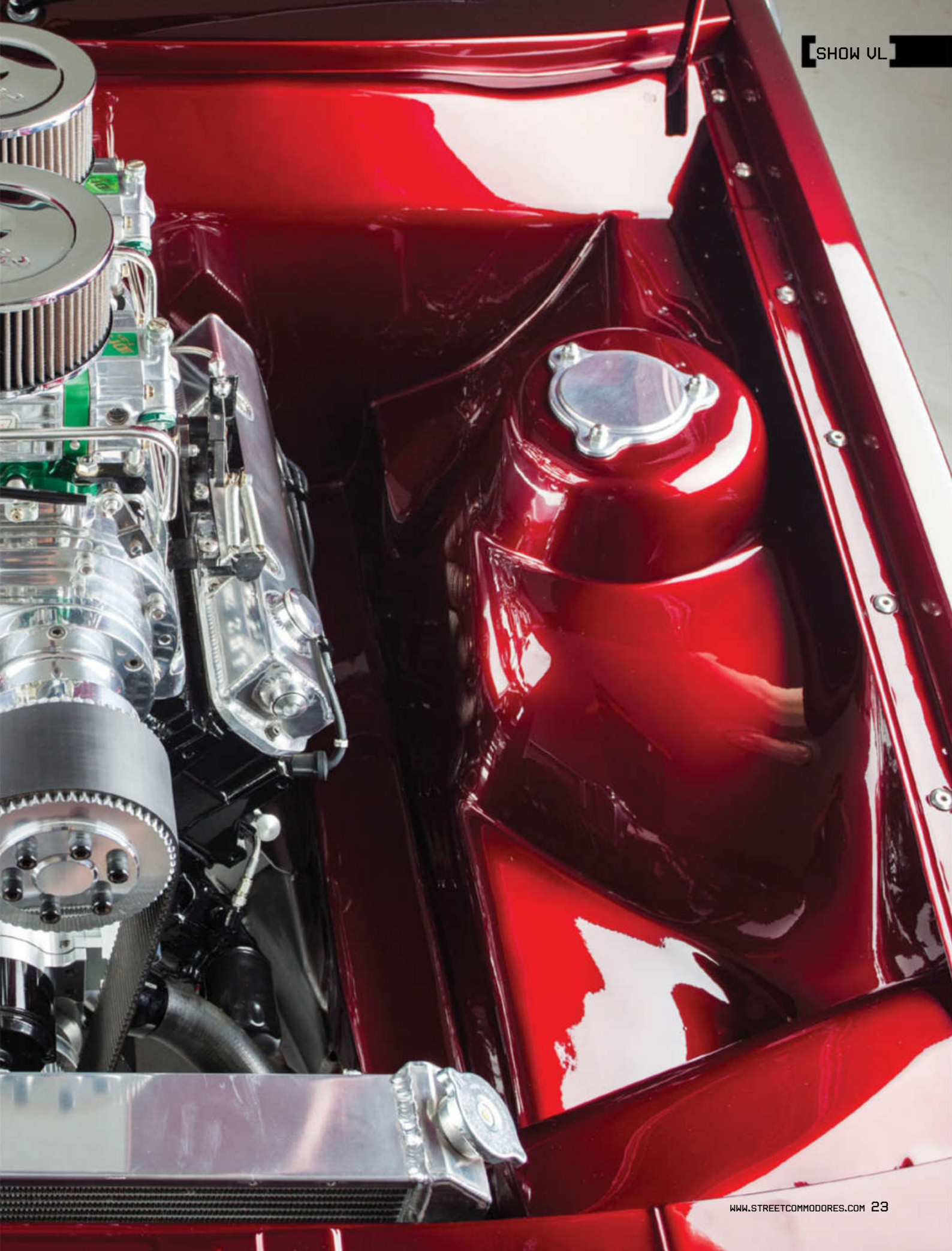
Actually, it's been built twice. The first build took two years and the second build took nine months at a cost Brad has thankfully scrubbed from memory. Amazingly, it was all built in the shed at home, but let's start at the beginning.

"I picked the car up when I was 16 on my Ls from Wangaratta and drove it home hoping it would make it. I stripped it to paint it to become my daily and bought a turbo engine to build. Once painted, I went to the Nats and decided to go a V8. I bought an engine, stripped it and sent it to Horsepower World. He sorted it out with what I wanted.

"AFTER NOT SLEEPING FOR TWO MONTHS PUTTING IT BACK TOGETHER, IT WAS THE BEST FEELING"



It's a long way from the standard natmo RB30...



"As everything started going back together, it got a bit out of control. I had a deadline for my brother's Year 10 formal in 2013. I built the car to drive that day. The car came back from paint the first time in March 2013. I was an apprentice mechanic and pretty much lived in the shed putting it all back together for the formal. After all the hard work, myself, my dad and my brother Jamie finished it four o'clock the morning of the formal."

The VL went to the Nats and placed in the Top 60 in 2014. Brad was stoked, but he decided he didn't like it, so stripped the whole car back and sent it off to 2SUS for a new respray and bodywork. "I wanted the engine bay to look spastic and the guys at 2SUS made that happen. They killed it."

The deadline was now Brad's girlfriend's formal. With two months to get it back together, he just made it again. He then went to Autorush and did well, before heading to Summernats and making the Top 60 again. "The car is exactly how I want to be now. After not sleeping for two months putting it back together, it was the best feeling. I love the look of it, and the plates are killer, I reckon, but I couldn't have done it without my family and friends."

Brad says Bass at 2SUS is a freak, the car going from green to candy and now a spin on one of Brad's fave colours, Brandy Wine

"I WANTED THE ENGINE BAY TO LOOK SPASTIC AND THE GUYS AT 2SUS MADE THAT HAPPEN. THEY KILLED IT"

Heading on, Brad says, "I want to keep showing it and then it will be more street-driving duties." Asked what he'd do differently, he laughs, "Nothing—That's why I built it again. I love how it is." And how is it? Seriously perfect, we say.

Thanks: "Tyson and Simon Muscat for their help, Horsepower World (6024 2697), Mum, Dad, my brother Jamie for help and patience, 2SUS Custom Resprays (0401 256 464), Luff Motors at Yass (6226 1122), Custom Motor Trimming (6280 6319)." SC

NITTY-GRITTY

ENGINE:
Holden 355 stroker V8

PERFORMANCE:
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DRIVETRAIN:
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WHEELS/TYRES:
19x9.5in front and 20x10in rear Simmons three-piece wheels

BODYWORK:
House Of Kolor Kandy Brandy Wine with custom silver, shaved fuel filler, shaved spare wheel arch, mini-tubbed

INTERIOR:
Full leather and suede re-trim including seats, front seats buffed up, suede roof-lining, Auto Meter gauges, leather dash, B&M shifter, Alpine head unit, front and rear speakers

"I LOVE THE LOOK OF IT, AND THE PLATES ARE KILLER, I RECKON"

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ON THE STREET

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Over 70,000 Commodore fans have already joined us on Facebook - isn't it about time you did the same?

TIME FOR MORE SPEED?

It's a news story that we seem to hear of more often as the years go on: should our nation's roads enjoy a speed limit rise? On this occasion, the story has resurfaced due to comments by a road safety export in the USA that suggest "artificially low speed limits make roads less safe". Assistant Professor in Transportation Engineering at The University of Texas, Stephen Boyles, made the declaration in a paper published by the University on the eve of 4th of July holidays in the US. Boyles also stated that modern speed limits have not kept pace with the abilities of drivers or the safety standards of modern cars.

One Texas highway boasts America's highest speed limit at 85mph (136km/h) and Boyles believes motorists are more than capable of driving at this speed. He goes on to say that drivers would respect the speed limits more if they were more realistic.

CLUBSPORT TURNS 25

It's hard to believe that it has been 25 years since HSV released the VN Clubsport. To celebrate the anniversary of creation of what is arguably Australia's most revered and iconic modern muscle car, HSV has released the Clubsport R8 25th Anniversary limited edition model. Limited to just 100 units for the Australian and NZ markets, the model boasts all the typical features you'd expect in a Gen-F R8 and tricks things up with unique 20in SV Rapier forged wheels, Hyperflow rear spoiler and numerous black trim details, as well as shadow-chrome quad exhaust tips. While we're pretty used to the 340kW 6.2L LS engines in today's HSVs, it's a world away from the then-impressive 180kW injected Holden 5L the original VN came out with. You can get the 25th Anniversary model from $73,290 in your choice of four colours.

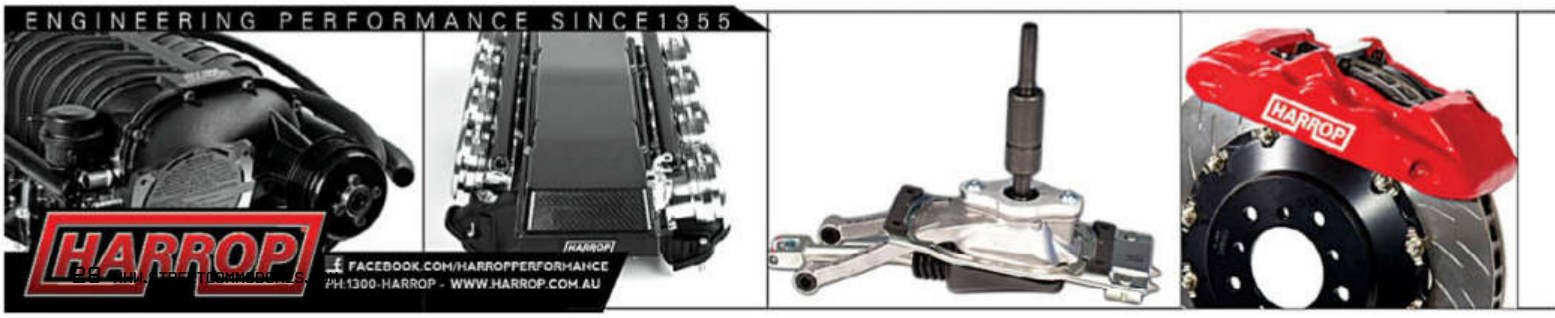
BEER POWER

Ethanol-blended automotive fuel made from beer?! Yep, it's just happened in New Zealand and isn't just a cool idea, but environmentally responsible, too. The process to create the beer-blended petrol sees brewer DB Exports send their waste to a lab that separates the ethanol from the spent yeast and grain, creating E10. Sadly the operation seems to be more of a pop-up scenario, with DB Exports claiming the current supplies of the fuel would only last about eight weeks, being sold through Gull service stations. Australia is a pretty alcohol-obsessed country, so don't be surprised if you see this cross the ditch from its home in New Zealand real soon!

AUSSIE FIRM JOINS SHELBY

Carbon fibre wheels aren't anything new, but until recently they've been very rare and the result of very limited production numbers. That's all changing now thanks to Ford's new Shelby GT350R Mustang and a partnership between the company and Australian firm Carbon Revolution. Touted as a street-legal race car, Ford says the GT350R is "the most track-capable" Mustang ever built and the boundary-pushing carbon wheels it rolls on – which are almost 50 per cent lighter – displays technologies that may well filter down into many other performance cars of various makes in the coming years.

Normally known as being strong, but brittle, carbon fibre probably wouldn't be your first choice for wheel construction on a 'street' car, but Ford and Carbon Revolution conducted extensive shock testing, ramming the wheels into curbs at speed. Thanks in part to the wheel's light weight, Ford claims the suspension was able to react so much quicker to the impact that the damage was "greatly diminished". To cope with the extreme temperatures caused by the front brake rotors, a 'ceramic plasma arc spray' is applied to the wheels to protect the carbon fibre. This is said to be the same technology used to protect the main engine turbine blades on the space shuttle. We reckon these will become the most-stolen rims in history!



HOLDEN RAMPS UP VXR

Industry insiders believe the Insignia VXR (Opel-sourced) is shaping up to become the long-term replacement for the up-spec' VF Commodore once local production ends in 2017, even though the Insignia is already going on sale here. Holden hasn't announced any more information about the future of the Commodore nameplate since it suggested the name would love on after the RWD platform ended its run, so at the moment it's all speculation. However, at the launch of the AWD turbo V6 Insignia VXR in New Zealand recently, Holden staffers suggested that the VXR sub-brand would be ramped up as the more performance-based versions of certain models in the future – but not replacing HSV.

There are numerous guesses as to what the future holds for the Commodore, depending on who you ask. Some believe a replacement may come from the Insignia, while others think the Chevrolet Malibu or Impala may hold the reigns in the future. Then there's a slightly more optimistic belief that a RWD Cadillac platform may underpin Holden's future large-car range.

NEW CAR SALES SOAR

June 2015 saw sales records tumble nationwide with the financial year ending on a high. 125,850 vehicles were sold, making it the largest June to date and the largest month to date, full stop. Pundits believe the natural high of the end-of-financial-year sales, as well as the $20,000 federal government tax incentive may have helped influence the outcomes. Holden retained its second-place spot in overall sales for the month, moving almost 12,000 units. The Commodore remained its strongest seller, with 2,772 vehicles sold. Despite this, the Commodore was only seventh out of the top 10 spots, with the Hyundai i30 coming in first place with 5,521 of the beige beasts rolling out of sales lots. With the Commodore doing the best out of the current Holden line up, it's no wonder they want to keep the nameplate alive, but we wish it was going to retain its RWD platform, too.

ALL OUT WAR

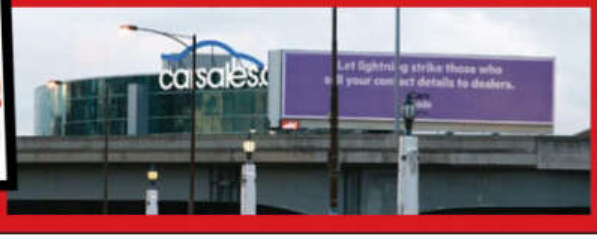
There's cheeky and then there's CarsGuide.com.au. CarsGuide (which is owned by News Corp and a group of car dealers) is being taken to court by CarSales.com.au over an advertising campaign across print, TV, online and billboard ads which implies that CarSales sells its customer data to car dealers. The case, which has been taken to the Supreme Court of Victoria, argues that the campaign is grossly misleading and deceptive. As you can see by the photo depicting said billboard right in front of the CarSales HQ, it's a cheeky campaign at the least and despite a cease and desist letter, CarsGuide has refused to pull it down.

"We knew most consumers had no idea that when they inquired about a car on Carsales their contact details were being sold to the dealer. Our campaign aims to drive broad awareness on this little known transaction. We want consumers to have the opportunity to make an informed decision to either be part of the transaction, or use CarsGuide, where dealer location and name are shown up front," CarsGuide chief executive, Lauren Williams, told AutoTalk.com.au.

"When I started as CEO, we could see that the old model of hiding information and selling contact details was not a sustainable practice for a modern online business. We re-engineered our business and dealers now pay for views of their cars and not for consumer's contact details," Williams says.

AutoTalk followed up on the story, seeking CarSales' side. Speaking with CEO Greg Roebuck, ""Carsales and CarsGuide both provide the information a consumer provides on a contact form to the owner of the car – be it a dealer or a private seller – and I believe Carsales makes it clear that's what occurs. CarsGuide's marketing campaign suggests that Carsales 'sells' consumer contact information to multiple dealers – clearly we would never provide the information to someone other than the seller of the car.

It'll be interesting to see how this pans out.



Street Commodores IN THE BUILD

RACER'S CHOICE

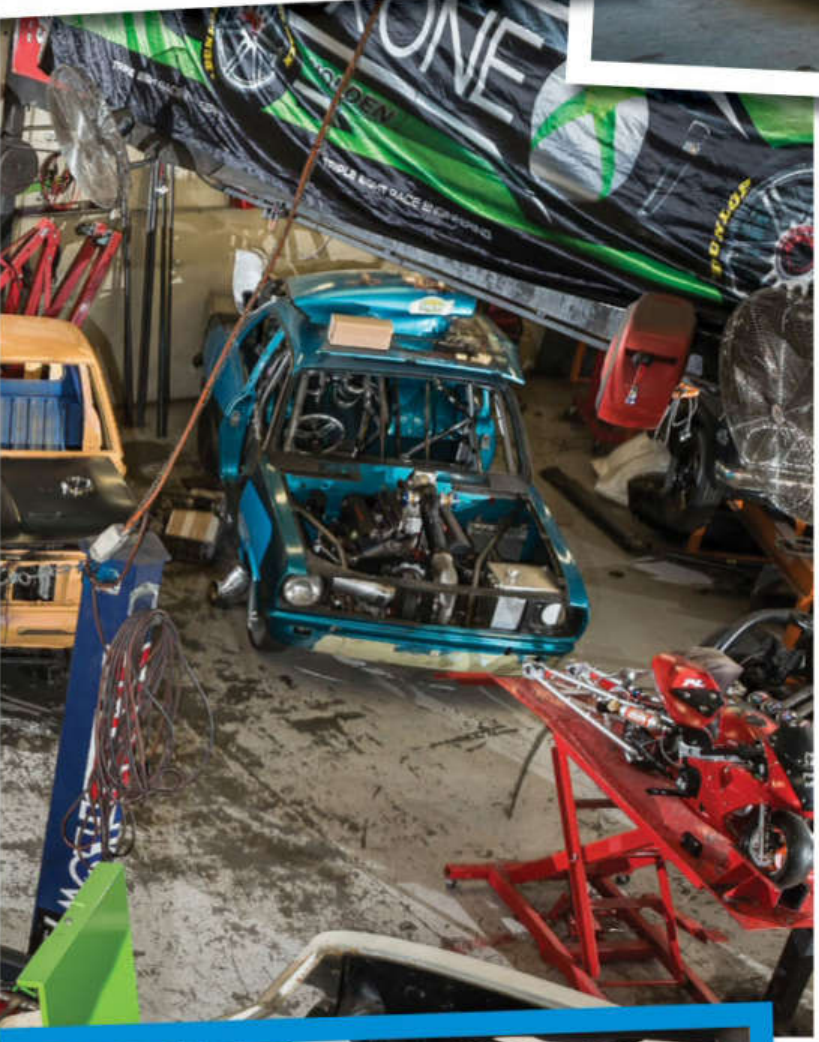
The white VS, pictured at top left, is a genuine ex-Perkins car and is being restored to a state even better than original

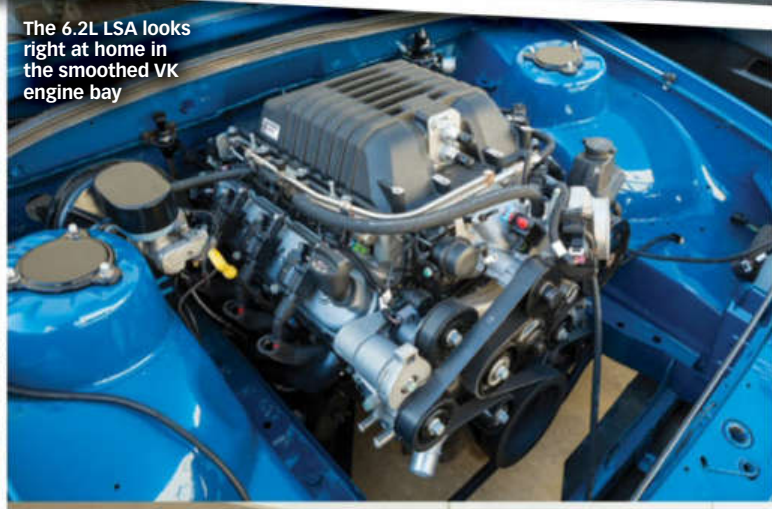
Racer's Choice was commissioned to build a fresh set of pipes for the Perkins VS and they look amazing in bright, new ceramic coating

STREET COMMODORES

If you think your car has what it takes to be showcased in the build, then be sure to email us at **talk@streetcommodores.com**

Stuart's personal project VE racer has been put on the backburner as he moves the workshop to a new location and focuses on other projects





The 6.2L LSA looks right at home in the smoothed VK engine bay

This is going to be one truly mean Blue Meanie!

The cage in the VE is a mass of chromoly tubing

Our sister magazine Performance Garage recently headed out for a visit to Racer's Choice in Sydney's western suburbs and found a trio of tough Commodores lurking about in various states of completion. The first was a thoroughly modern take on the iconic Blue Meanie VK, with large-diameter HDT Aero rims and a stonking 6.2L factory blown LSA transplanted under the bonnet! Racer's Choice has performed the conversion and with the engines regularly retailing now for around the $10k mark, it represents insane value for money.

The second to catch our eye was the ex-Perkins VS supercar. While the owner has handled most of the work elsewhere, Racer's Choice was commissioned to fabricate a new, custom exhaust system, which you can see pictured. The quality of the work throughout the car is reflected in the workmanship in those brilliantly shiny headers. We'll try and get some shots of the finished car once it's all done.

Lastly, parked out front was Stuart's own personal project VE drag car. It's been an ongoing concern for a while now, worked on when Stuart finds a spare minute or two. Sadly, those spare minutes are few and far between, with Stu saying he regularly finds himself working until the wee hours. As a result – plus his other personal projects – this beast-in-waiting is up for sale for the right price. Most of the fab' work is done, which includes an immense cage and as you can probably tell from the rear wheel and tyre combo, an extensive rear end and big tubs.

street COMMODORES TRUE ENTHUSIAST

JUSTIN ELLIS

Victorian Justin Ellis has been involved in the Commodore scene now in a big way for close to 20 years and has had no less than three previous Street Commodores features so far, with another due soon. Not only is he a feature car owner – having owned a VS S ute, VS Grange 215i, VS GTS, VY SS ute (featured in SC), VY SV8 (featured in SC), VX GTS (featured in SC), MY12 SSV Redline wagon, VY II Calais and this incredible VY SS – but Justin has also proven himself a huge help to successive Street Commodores editors, scouting potential feature cars for editors all the way back to Jason Gray in the early noughties.

"I've been reading the mag' for around 18 years now and have been actively involved with the forums, etc, over the years," he says. "I think issue four was the first issue of Street Commodores mag' that really got me hooked. When I first saw Jason Gray's VS GTS, it was all over!" An impressive history in the scene considering he's now only 34 years old.

While family life now takes up some of the time previously spent on cruises, meets, events and shows, Justin says he still loves the cars and scene. "This car was built for enjoyment with my close mates and family," he says. "I try to attend as many as I can – from shows to cruise meets. So far this year I have attended five shows and took out trophy's at every show."

The Commodore he's been taking to these shows is the amazing Madilena Mica-coloured VY SS you see here. The custom mixed hue unlike anything else you're likely to see on a Commodore any time soon. The car is the result of an intensive eight month rebuild in the family garage – "It never saw a hoist", he says – and it is powered by a turbocharged 408ci LSx stroker built by Jason at LS1PWR. The car also boasts a full custom trim, AP Racing brakes and so much more.

We'll be bringing you a full feature on the VY soon. So stay tuned! SC

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COMMODORE

WORDS: JASON ROUND PICS: SHAWN MCCANN

HEATWAVE

IT'S GETTING HOT IN HERE

"I HAVE ALWAYS LOVED THE VHS AND PARTICULARLY THE TWO-TONE SL/ES, AS YOU DON'T SEE MANY OF THEM AROUND ANYMORE"

As you're about find out, it pays to have mates. Owner John Zurma (25) is a builder/carpenter by trade. As we all know, though, building a car is a vastly different experience, and often just as costly. That said, John's 1982 VH SL/E has certainly been worth it. He says, "I have always loved the VHs and particularly the two-tone SL/Es, as you don't see many of them around anymore. My dad actually had one back in the day, but not a two-tone."

John has owned the car for years now, purchasing it in 2012. "I found it on Carsales and was watching it for around five months until I decided to grab the car trailer and go have a look at it. Myself and a few mates drove to the other side of Melbourne to have a look at it. It was a little knocked about, but I was going to do a full rebuild on it, so didn't mind if it had a dint here or there. I just wanted to make sure it was rust-free, which it was."

The VH was one-owner, the bloke who John bought it off noting it was his father's car and he wasn't really into it. He ended up letting it go for $3500. "Once I got the car back home me and good mate Anthony (Sanchez) pulled the gas system off her, got it running a little better on fuel and then I got it road-worthy and registered. I then started stripping her back to a bare shell. I had a lot of help from good mates Pato, Josh (Jlo), Sanchez and my brother Dave stripping her and getting it ready to head out to the panel-beaters."

"I built the car for street/drag use. I want to use it for dragging but also cruising around on weekends to car shows, etc"

BODY & PAINT
By Ross Barclay
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COMMODORE SL/E
VIC
ONHE4T

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SERVICE STATION
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The car then went to mate Ross from Barcley Panel & Paint. He jumped into it, rubbing it back, fully smoothing the engine bay, shaving the fuel filler aerial hole and making sure he got the panels dead straight. "He is a perfectionist at what he does. I had Fraser from Alpha Motorsport fit a 4in reverse cowl to a bonnet so I could keep the engine all under the hood. I left the car with Rossco for six months whilst I got my engine and running gear together."

The 308 Trimatic was $300 from Ballarat, with John deciding to stroke the engine to a 355. "Ross Harris from South Gippsland Engine Reconditioning did all my engine machining and my cousin Dan built the engine and looked after all the little final adjustments. Once the engine was complete, I then took it to Johnny Pilla from Power House Engines to give it a tune." Yet another mate, Josh, dialled up a custom two-piece tailshaft that fitted like a glove.

"Once I had the engine, gearbox, diff and tailshaft in and it was a roller once again, I then sent the car off to Mitchell Drysdale from Mitchell Drysdale Auto Electricians. It stayed there for about a month as Mitchell performed his magic. I wanted all the wiring to be hidden in the engine bay and Mitchell couldn't have done a better job. He redid all the wiring and fitted a couple of custom switches.

"The car then went to Jess from Worthy Automotive to be finally finished off. Jess plumbed in all the brake system fuel system and transmission cooler lines. He did an awesome job re-bending and manufacturing all the new brake lines and mounting the fuel pump. I had mate Harley Robbins manufacture me a window-wiper container and a radiator overflow bottle. These have been mounted up under the front headlights. He also modified the Aeroflow catch cans to fit snug to my radiator. He did a mint job."

The interior fit-out followed in Dad's shed. With the help of a stack of mates and his father, John finally got the car finished in time for the Lardner Park Car Show. "I chose to go the 355 as my cousin Dan knows his way around them with his eyes closed being an engine builder. When I was younger back in my teenage days, my brother-in-law Matt had a 355 in his VK Calais and I just loved the sound of them. Dan also had a VK Calais with a 355 in it, and so did my other cousin Matt also with a 355 in a bunch of his cars."

The body wasn't in too bad condition when John bought the car. There was a dint here and there, a few ripples in the doors, but nothing Rossco couldn't fix. Originally John was going to go British Racing Green until himself and the panel-beater found this colour and thought it was perfect.

"The car speaks for itself really," says John. Having owned a VU SS ute, VX SS, Holden CV8R Monaro, he's had some great rides, but nothing and powerful as the VH. It only took $55-60K to get there…

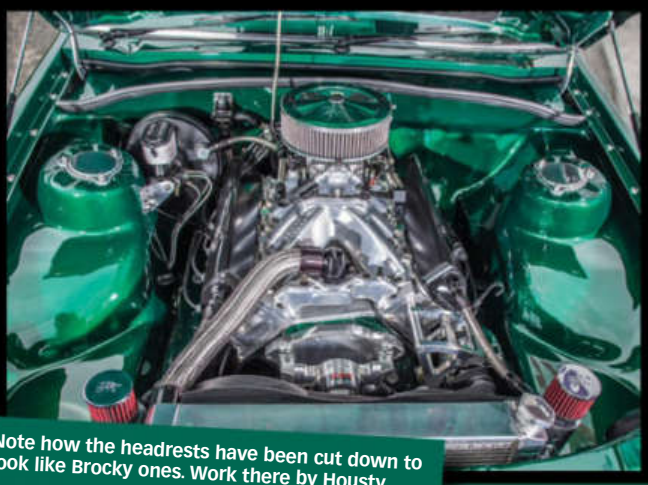
"I plan to drag the car and take it to as many car events as I can get to. Hopefully I can take it up to Summernats this year, just enjoy and hopefully stop blowing all my money on it." Famous last words, mate, famous last words.

"WHEN I WAS YOUNGER BACK IN MY TEENAGE DAYS, MY BROTHER-IN-LAW MATT HAD A 355 IN HIS VK CALAIS AND I JUST LOVED THE SOUND OF THEM"

Stroked up from a 308, this new engine is a long way from the original 253 circa 1982

"I PLAN TO DRAG THE CAR AND TAKE IT TO AS MANY CAR EVENTS AS I CAN GET TO"

Thanks: "I couldn't have done this build without help from good mates and family, Dad and Mum for the use of the shed and all the help you gave me throughout the build, girlfriend Dee for never being home when I was tryin' to get it all finished, good mates Pato, Josh, Anthony, Housty, Jacko, Dexter, Mayo, Reddog, my brother Dave, Dan Belveder for building a killer engine, Ross Harris from South Gippsland Engine Reconditioning, Johnny Pilla From Power House Engines, Jess from Wothy Automotive, HPC Leongatha, Fraser From Alpha Motorsport, Mitchell from Mitchell Drysdale Auto Electricians, Ross Barcley from Barcley Panel & Paint, all the boys From Speed Pro Dandenong"



Note how the headrests have been cut down to look like Brocky ones. Work there by Housty

NITTY-GRITTY

ENGINE:
355ci Holden eight-cylinder

PERFORMANCE:
550hp, 430Nm

ENGINE HARDWARE:
SRP forged flat-top pistons, Hastings plasma-moly rings, Comp Cams mechanical roller cam, one-piece chrome-moly pushrods, Crane mechanical lifters, Jessel roller rockers 1.7, Ferrea stainless 2.080 valves, Comp Cams triple valvesprings, aluminium COME Racing heads with MLS head gaskets, hand ported, ASR Drag Series sump, CSR electric water pump, Magnafuel 600 fuel pump, Holley Double Pumpers (HP Series), Torque Power Pro Paw single-plane high-rise manifold, Dandenong race radiator, B&M transmission cooler, four-into-one DiFilippo extractors into a twin 3in exhaust system, MSD ignition system, coils and leads, hidden wiring, custom ignition system behind panel on passenger side

DRIVETRAIN:
Fully manualised Trimatic, 5200rpm TCE stall convertor, Tuff Mount gearbox mount, G&J 9in diff (3.9), 31-spline billet axles

BRAKES/SUSPENSION:
K-Sport coil-overs, Nolathane bushes throughout, Pedders swaybars, upper and lower control arms front, Pedders adjustable Panhard bar, Tuff Mount lower custom control arms rear, VT Commodore rotors and four-spot calipers front, Holden VT booster, VS non-ABS master cylinder, Holden VH brakes rear

WHEELS/TYRES:
20x8.5in front and 20x9.5in rear Simmons FR20 wheels

BODYWORK:
Nissan Blackwatch Green with extra metallic/Holden Quicksilver on bottom, shaved fuel filler, shaved aerial hole, dual exhaust cut-outs, fully smoothed engine bay with capped rails and battery relocated to the boot, notched rad support so radiator would fit, rolled guards to fit the 20in wheels, Alpha 4in reverse cowl, fully re-chromed, colour-coded, VK mirrors, custom-mounted Auto Meter gauges on bonnet

INTERIOR:
Original SL/E interior, B&M Pro Ratchet, Auto Meter Silver Series gauges, shifter custom-mounted into centre console along with Auto Meter gauges, Kenwood head unit, Kicker front speakers and 6in rear speakers, front speakers custom installed into original speaker pockets

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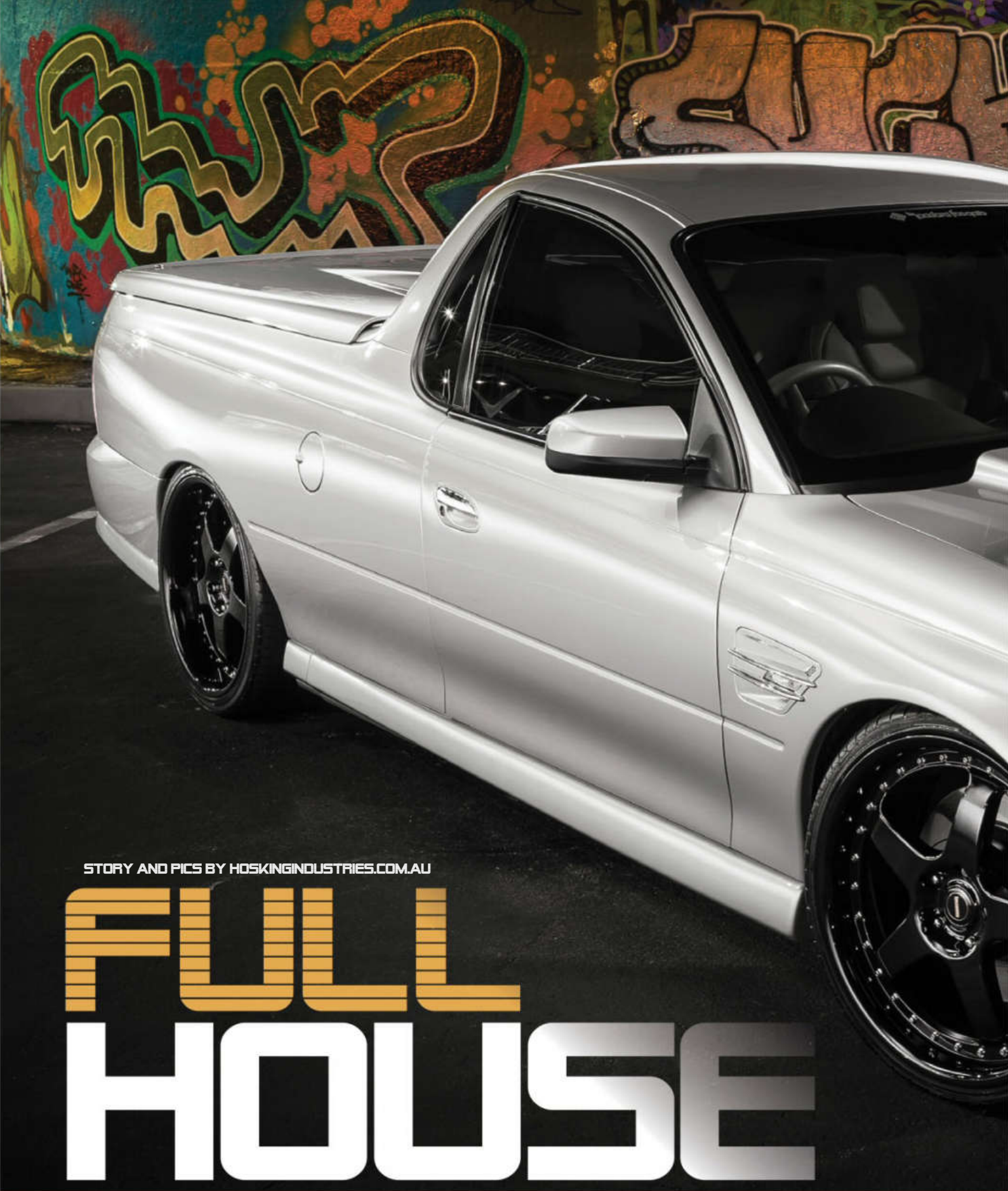


STORY AND PICS BY HOSKINGINDUSTRIES.COM.AU

FULL HOUSE

GEORGE ASPITE'S 403CI, AUDIO-HEAVY VY SS BOASTS

EVERYTHING YOU COULD WANT IN A LATE-MODEL UTE

Cast your mind back about 10 years. Car magazines like this one had regular features dedicated to vehicles boasting stupendous amounts of car audio gear jammed into every nook and cranny. So popular was car audio at the time that even overtly tough, blown monsters carried their weight in speakers most of the time and Street Commodores magazine even ran a regular audio tech feature for good measure.

However, over the ensuring years the car audio craze started to give way to a more stripped down aesthetic where body kits, stereo and 'bling' took a back seat to more horsepower. While this was probably a reaction to the sheer excesses seen back then, with plenty of car guys claiming to have never liked the car audio craze, we reckon it's something that has been sadly lacking. So it's nice to see the occasional Commodore carrying its share of stereo hardware, like George Aspite's VY SS pictured here.

George started building the ute some four years ago and like most projects; it began as a stocker – in this case a VY SS. It once served as George's work ute as he worked on abrasive blasting quotes for customers. But these days the ute is more of a weekend warrior than long-haul survivor.

There's a good reason for that, too. Well, numerous good reasons. Perhaps the best is the flawless Quicksilver exterior, George stripped the original paint work himself in the garage at home – no doubt giving his family heart palpitations at the sight of a perfectly neat SS being torn down to its undies. It all ended well, though, with the ute now wearing a super smooth coat of paint, as well as an SSX-style front bar, VZ HSV guard flutes and a custom bonnet from Savage Fibreglass.

It's what lurks under the surface that probably makes the SS all the more special for most of us. George's VY is a balanced mix of muscle and music, boasting a 403ci cast iron LSx up front and a similar power level out back in the tray.

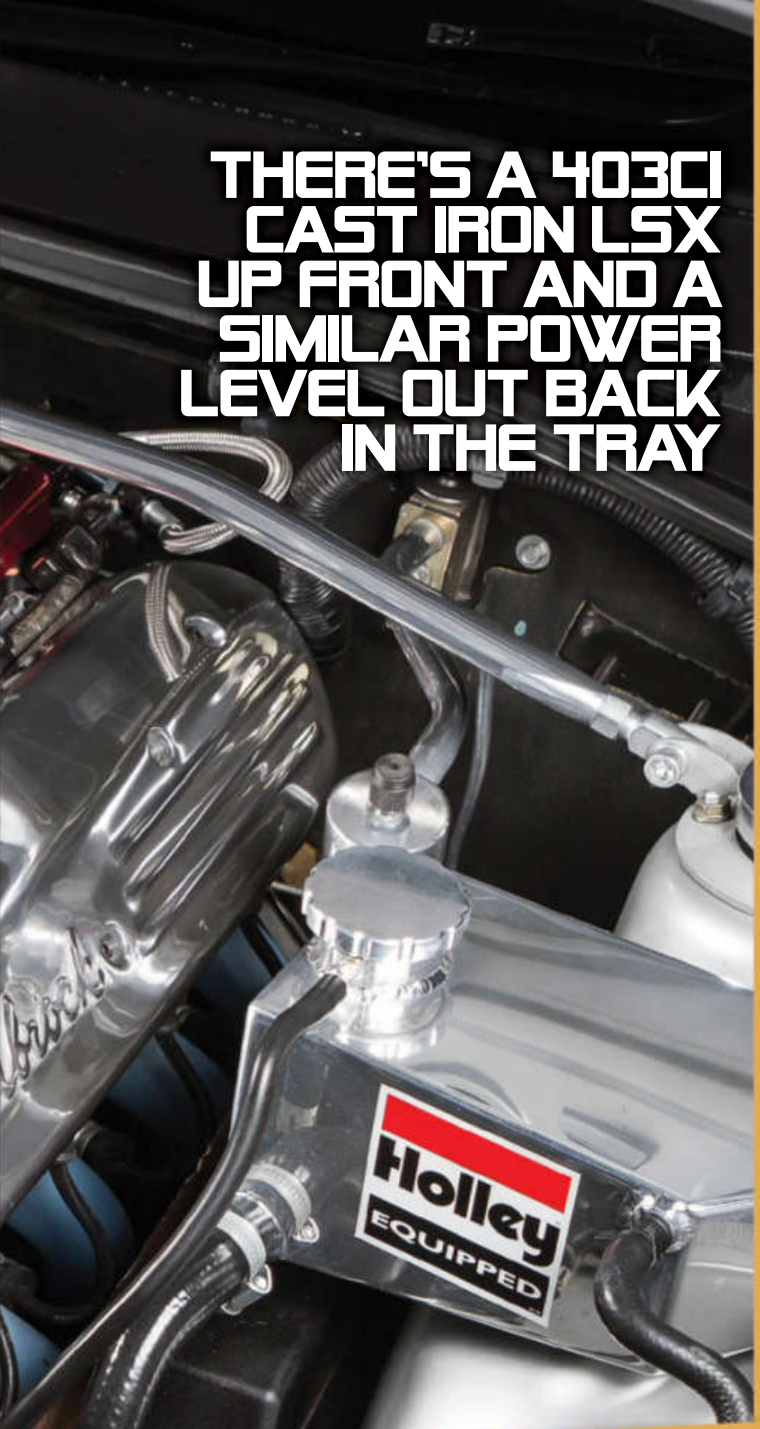
GEORGE HAS ASSEMBLED WHAT MUST SURELY BE THE MAJORITY OF A ROCKFORD FOSGATE PRODUCT CATALOGUE

The vents actually work

Rockford Fosgate

George threw out the original alloy LS1 in favour of a cast iron 6L block that Feneck's Race Engines turned into an angry 403ci stroker. It boasts a FAST composite intake and 90mm Holley throttle, AFR alloy heads and Manley rotating parts. Together with a smooth DuSpeed OTR and plenty of custom alloy bits, it looks the part, too

THERE'S A 403CI CAST IRON LSX UP FRONT AND A SIMILAR POWER LEVEL OUT BACK IN THE TRAY



The engine was built by Feneck Race Engines and features Manley rotating parts, Howards Racing cam', FAST intake, Holley 90mm throttle, AFR alloy heads and all the good stuff that makes a modern V8 so potent. This is backed by a T56 with a Textralia clutch.

Out back and in the cabin, George has assembled what must surely be the majority of a Rockford Fosgate product catalogue. While the combo starts with a Clarion double-DIN source unit, the rest of Rockford gear and includes two pairs of 6.5in splits and two shallow-mount subs in the cabin before spilling out into the tray where a custom install houses no less than four pairs of speakers and another two sub woofers. Oh, and a pair of 7in monitors! On top of that, there's an extensive lighting system using LED down lights and LED strips to highlight it all.

We're not done with the interior just yet. Inside, there's nary a piece left untouched, with a two-tone grey leather re-trim immediately improving on the factory SS fare. The leather covers the factory door trims, steering wheel and centre console lid, as well as the rear bulkhead – but also the trick VE GTS buckets. All the dash and door plastics have been custom painted, too, using the cool marbleised effect. Adding to the appeal (and the sonic footprint) is the speaker enclosures covering the quarter windows. These also feature custom LED lights.

Custom light and dark grey leather lines most surfaces in the ute including the VE GTS seats, rear bulkhead, door trims and centre console lid. What's left has, for the most part, been painted with a cool marble-effect silver over black

George reckons the install – performed by Luke Clifton – has cost him around $8000 "ish". This includes the custom lighting in the tonneau lid and interior, extra battery in the tray, custom fibreglass enclosures behind the seats, reversing camera and remote switching in the cabin that controls the cacophony out back. Pretty good value for money if you ask us!

As nice as the current combination is, George isn't done yet. "There's a possible upgrade to the tray still to come," he says. "As for the engine, I want to fit a Magnusson supercharger."

Alright! SC

"AS FOR THE ENGINE, I WANT TO FIT A MAGNUSSON SUPERCHARGER"

NITTY-GRITTY

OWNER: George Aspite
MODEL: 2003 VY SS ute
BODYWORK: SSX front bar, VZ guard vents, custom Savage Fibreglass bonnet, rear bumper in-fill panel
COLOUR: Quicksilver
BLOCK: Cast iron 6L
ENGINE MODS: 6.6L (403ci) stroker, DuSpeed OTR, 90mm Holley throttle, FAST LSX R intake, Manley crank, rods and pistons, AFR alloy heads, Howards Racing cam', Edelbrock dress covers,
POWER: Untested
EXHAUST: Pacemaker headers (1-7/8in primaries), high-flow cats, twin 3in system
GEARBOX: T56, Textralia Z-Grip clutch
DIFF: Factory
BRAKES: AP Racing 4-piston calipers, slotted rotors
SUSPENSION: OZ Racing coil-overs front and rear
WHEELS/TYRES: 20in MC Racing rims (8.5in front, 9.5in rear)
INTERIOR: Leather trimmed steering wheel, custom painted plastics, VE GTS seats, Depo gauges, custom trimmed rear bulkhead and centre console lid, custom door trims
STEREO: Clarion VX-401 double-DIN source unit, Rockford Fosgate T1652-S splits front and rear, 2x Rockford Fosgate P3 shallow subs (inside), 2x Rockford Fosgate P2 subs (in tray), 4x Rockford Fosgate T1692 6x9in speakers (tray), 2x Rockford Fosgate T165 coaxials (tray), 2x Rockford Fosgate T165S splits (tray), 2x Rockford Fosgate T800 4-channel power amp', Rockford Fosgate T1000 mono-block power amp', second battery in tray, blue LED lighting, custom fibreglass sub enclosures behind seats, Hertz power amps, custom tray install, custom C-pillar speaker pods, reversing camera
BUILD PERIOD: 4 years so far
COST: Undisclosed
CONTACTS: Feneck's Race Engines, Savage Fibreglass, Luke Clifton

The ute features AP Racing 4-piston brake upgrades at all four corners

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- Supreme performance
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- Large wheel compatible
- **2 YEAR WARRANTY**

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- Ultra low design
- Supreme performance
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BAILED
SV89

YOU THINK GREECE'S IN TROUBLE? IT'S NOTHING COMPARED TO WHAT THESE TYRES ARE BEING PUT THROUGH

WORDS: JASON ROUND PICS: SHAWN McCANN

BAILOUT

"I DRIVE THE CAR LIKE I STOLE IT"

Power is unknown, but judging by the seat of the pants it's bound to be way up there in the stratosphere

Holden got it all very right indeed with the SV89. The model is not only rare and collectible these days, but it also commands a certain amount of respect and admiration from those in the know, and someone who knows it very well is the owner of this mint example.

Christopher Cauchi's (32) 1989 Holden SV89 is not only classic, but plenty powerful to boot. Says Chris, "When I was 17 years old I fell in love with an SV89 in a workshop I was working at and ever since I have wanted to own one. Now I own two.

"I built the car to be street driven/raced and will also be doing weddings with it soon." Four years it has taken, with Chris's favourite parts of the his car the twin throttles peeking out the bonnet and the NOS system that always gets a giggle going from brave passengers.

As he alluded to above, Chris has had a lot of Holdens, including three VN SSs, an SV5000, HG ute, HR Special, XA coupe, VS SS, VU SS ute, VL V8 and an HZ Premy... with a 13B rotary Datto 120Y to mix things up. As such, this project had to make plenty of power with the looks to match.

It took Chris three years to piece the SV89 together because he was busy working on everyone else's cars. He's spent $35,000 on it so far and hints there is more to come.

"My mate Jimmy told me about the car, so I actually bought the car without even seeing it from Sydney. That was in 2010. Later, me and my dad went to Bendigo to buy a set of twin throttles from a VN Group A, and the throttlebody was on the top of the manifold, not on the side. I have to thank my mate Ashley, who remodified the throttlebodies back to the standard look.

"I spent a lot of time and hours working on the car day and night, including putting the engine together. I also spent a lot of time painting under the car all black, making it look all clean.

"One night while I was working on my SV89, I got bored, so I put nitrous kit in the car. I made a custom-grind cam to suit the nitrous." Chris is still a little up in the air about the NOS, but does want to put it to use in the near future.

"I drive the car like I stole it. I am not scared to drive the car at any time, but the weather has to be good. I could have rebuilt my SV5000, but I decided to do the SV89 instead because my mate Jimmy said it would be worth more to rebuild and more enjoyable, plus having a lot of history/old photos about the car from back in the day made me want to rebuild it more."

"ONE NIGHT WHILE I WAS WORKING ON MY SV89, I GOT BORED, SO I PUT NITROUS KIT IN THE CAR"

Factory and perfect in every way, the interior has been left alone, and just as well

Looking mint on its new rollers and dropped into the dirty stuff, the SV89 still makes an impact even today

The car's future? "Weddings and nine seconds." Launch control, a bigger turbo and displacement are all on the cards, so this isn't the last you can expect to see of BAILED—provided it stays on the straight and narrow, of course…

Thanks: "Bridgestone Maribyrnong (03 9381 1344), Sly Towing, the boys at Louis Performance (03 8360 3972), Hasting Autos, Image Auto Parts, Jimmy for painting the twin throts, Ashley for fixing the twin throts, thanks to the girls for supporting my hobby, you know who you are, Ebony and Teagan." SC

NITTY-GRITTY

ENGINE:
Holden 304 stroked to 355

PERFORMANCE:
N/A

ENGINE HARDWARE:
Scat 355 crank and H-beam rods, Ross forged pistons and chrome-moly rings, hardened pushrods, Chris's custom grind cam, Crane double valvesprings, VN Group A rocker covers, VN 5L heads ported by Flowcraft and machined for bigger valvesprings, JP high-volume oil pump, Walbro E85 in-tank fuel pump and Bosch 044 external fuel pump, VN Group A twin throttlebodies, alloy radiator, B&M coolers, ICE ignition, NOS system, MoTeC M800 EMS

DRIVETRAIN:
4L80 gearbox, TCI 3500rpm stall convertor, spool 4:11, 28-spline axles

SUSPENSION/BRAKES:
Pedders springs and shocks, K-Max swaybars and strut brace, 330mm slotted rotors and VN Group A calipers and booster front, slotted rotors and VN Group A calipers rear

WHEELS/TYRES:
Simmons 20x8in front and 20x9.5in rear wheels, various tyres

BODYWORK:
White respray (factory colour)

INTERIOR:
Auto Meter gauges, Clarion head unit, Pioneer front and rear speakers

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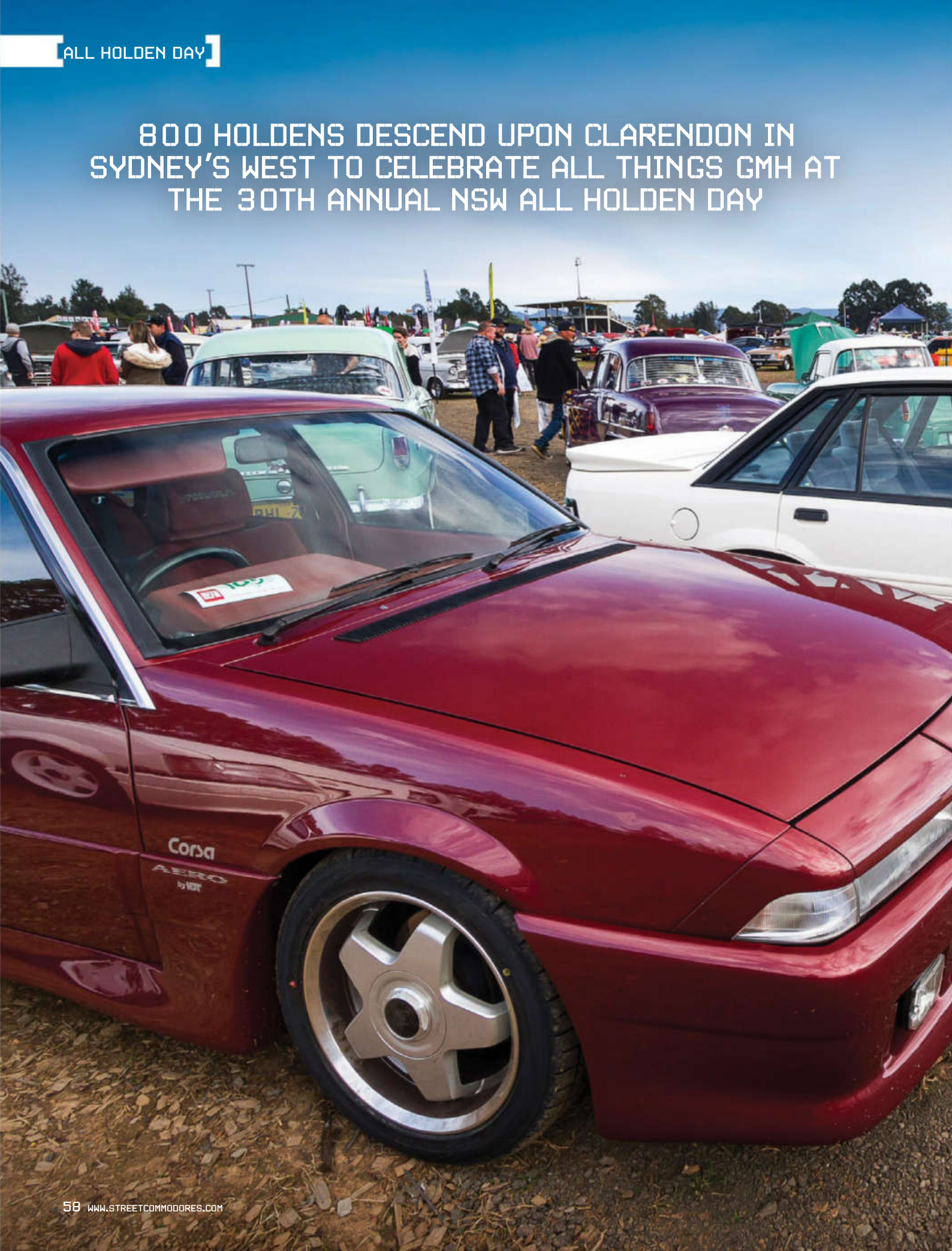
PHILIPS

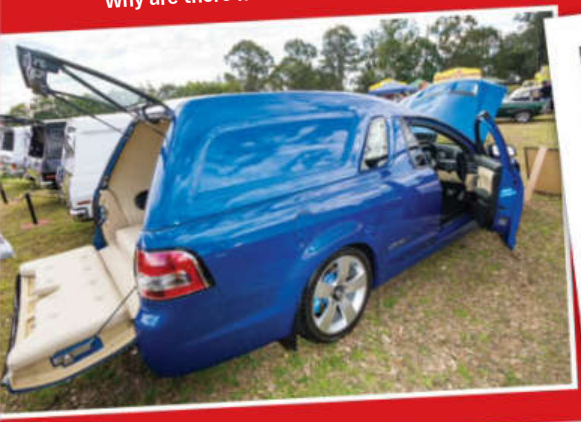
800 HOLDENS DESCEND UPON CLARENDON IN SYDNEY'S WEST TO CELEBRATE ALL THINGS GMH AT THE 30TH ANNUAL NSW ALL HOLDEN DAY



DAY OF THE LION

WORDS AND PICS: BEN HOSKING

We first ran into this VE ute at last year's event. At that time the initial, engineered panel van conversion had been completed, but the interior had yet to be done. As you can see, the process is all done and it looks amazing! Why are there not more people doing this?



Grant Jansson's just-finished VH SS clone was immaculate and boasted a 320rwhp 308ci Holden V8 as well as AP Racing 4-piston brakes – with a new leather and suede trim on the way. He's owned the car for 25 years, having bought it as a stocker

Kylie Colvin has been building this VZ Crewman with her sons over the last five years, with plenty of sinister detailing inside and out. If there was a suitable trophy for her ride, it would have been for Most Body Parts. Look under the muralled hard tonneau and you would have found a coffin, too!

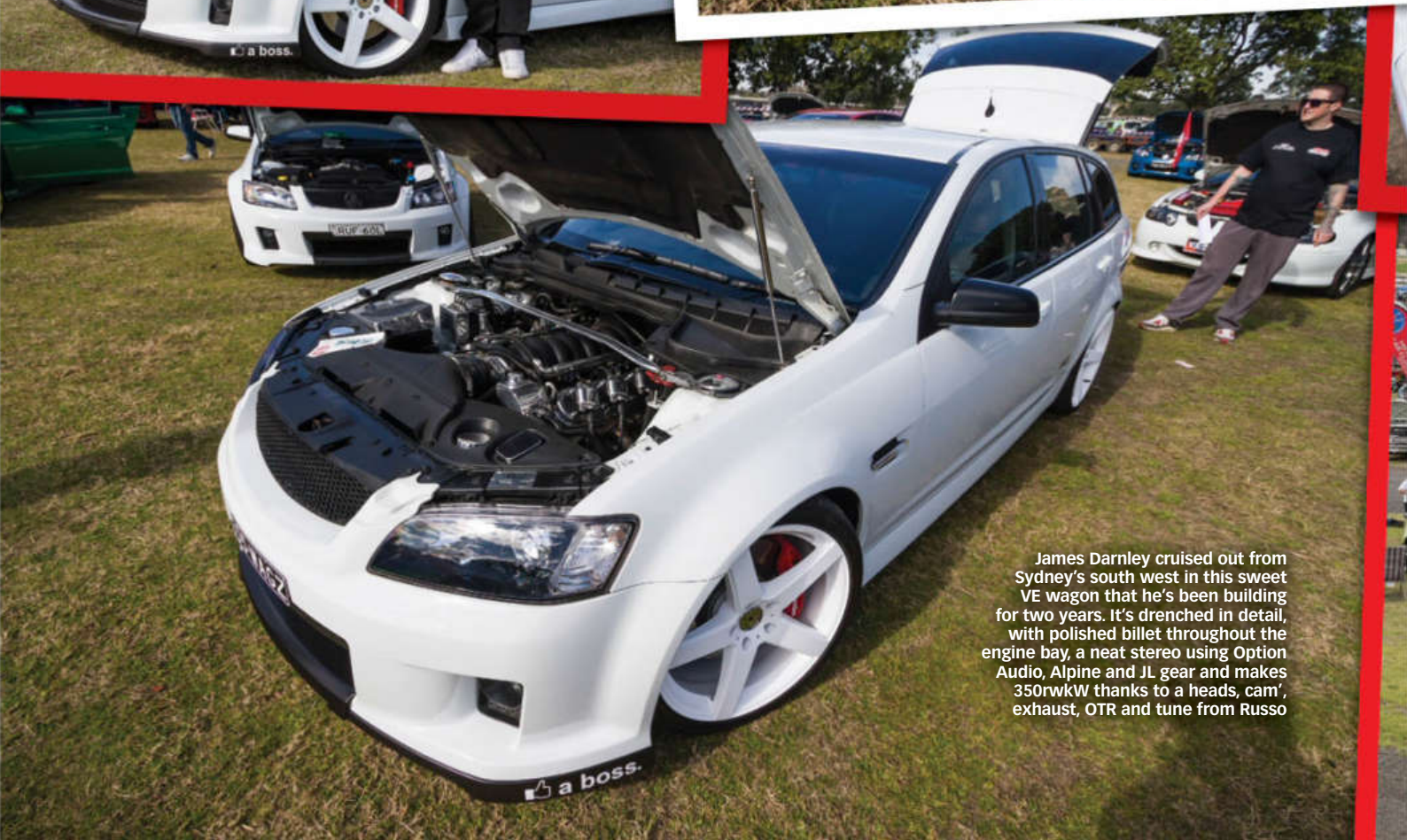
Russell has spent the last few years piecing together this VS cop car using as much original cop hardware as possible and as you can see, he's been able to locate quite a bit. He told us he's also working on a Panther Mica series-II VS unmarked model right now which he'll have on show next year

If there's a show in the greater Sydney area that is an institution – an event you just know you'll be going to every year, or entering, without fail – it has to be the annual All Holden Day in Clarendon, between Richmond and Windsor. Celebrating its 30th birthday in 2015, all 800 display spots were full before Sunday's show and shine – as has become the norm' for this monster GMH spectacle.

THE FACT THAT ALMOST EVERY CAR ON DISPLAY IS WORTH STOPPING AT FOR A DECENT LOOK MAKES THIS AN ALL-DAY PROPOSITION

Joe's tough-as VN Group A SS clone mixes iconic styling with the a 600rwhp, tickled LS1 that's breathing heavily thanks to a ProCharger and the combo is backed by a T400 and 9in

All Holden Day actually comprises two days of activities, with the Saturday playing host to a monster swap meet before the gates open to the show cars on Sunday and it's an event you should probably prep' for a few months in advance (hitting the treadmill instead of the pub... ok, so maybe hitting the treadmill with a beer in hand) as you'll cover quite a few kilometres trying to see everything. The fact that almost every car on display is worth stopping at for a decent look makes this an all-day proposition.



James Darnley cruised out from Sydney's south west in this sweet VE wagon that he's been building for two years. It's drenched in detail, with polished billet throughout the engine bay, a neat stereo using Option Audio, Alpine and JL gear and makes 350rwkW thanks to a heads, cam', exhaust, OTR and tune from Russo

Tommy Sikic and his son were loving the attention his VL Berlina was copping on the day. The Calais-fronted sedan has been in the family 21 years, with the build totalling 15 years so far. Its RB30 isn't fully tuned yet, so there's no power figure, suffice it to say that it looks a million bucks

Mick's VX SS was originally Quicksilver, but the matte black vinyl wrap suits the car's menacing output, running 10.9sec on nitrous

CELEBRATING ITS 30TH BIRTHDAY IN 2015, ALL 800 DISPLAY SPOTS WERE FULL BEFORE SUNDAY'S SHOW AND SHINE

Daniel Harpley has had this VE for three years and it was an original Heartland Holden commission to HDT. Daniel has added plenty more to the sedan though, sending it back to HDT for more work and it now boasts the full bodykit, wheels, cam', OTR CAI, tune and suspension mods

James from Tubular Suspension Systems is clearly a workaholic. In addition to finding him in his workshop most days of the week, the other remaining days are generally filled attending shows and All Holden Day is a favourite. His latest project is this VZ Maloo that he picked up for a song, in need of some TLC. The slammed stance comes from his airbag systems

Standouts at this year's event had to include the mental green panel van known as BRUTLE, with its towering power plant and miles of chromoly tubing; Darren Hamilton's ProCharger-equipped, 434ci Dart SBC-powered 1038hp LX Torana sedan and Mark Psaila's RB25-powered, rusty rat HR sedan that recently graced the cover of our sister mag', Zoom. No matter your bent – whether it be resto, modified street, drag or race – there was something to whet your appetite. SC

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WORDS AND PICS BY ALFIE BILK

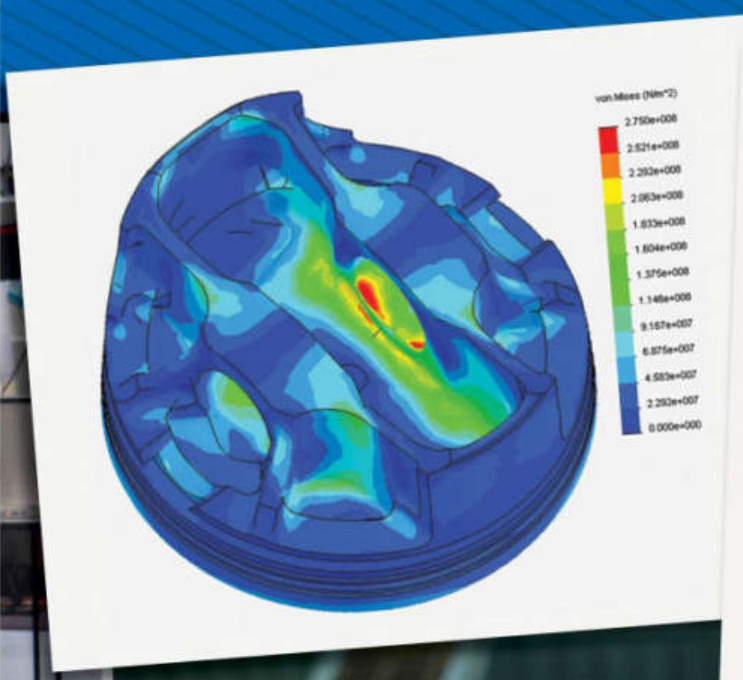
SLUGFEST

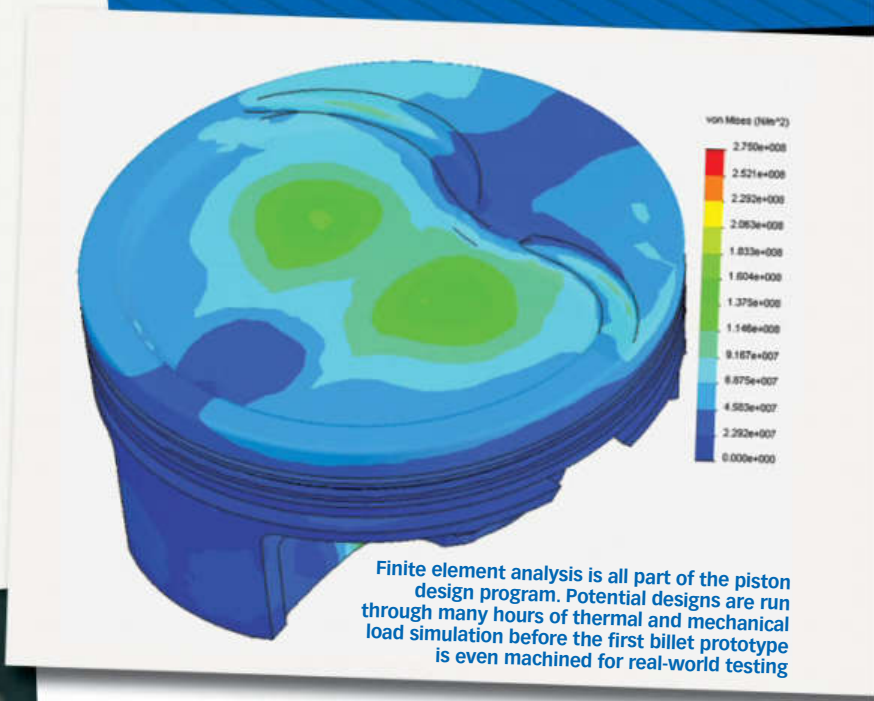
TAKE A LOOK INSIDE JE PISTONS AND SEE WHAT IT TAKES TO MAKE AN LS PISTON

Asymmetrical LS forged pistons are unique. Because their skirts are of noticeably different sizes they reduce friction and piston mass. These also act quieter on cold starts. Involvement in the advanced engine programs of NASCAR, American Le Mans Series, and several professional touring car series inspired JE to create similar asymmetrical designs for high-output LS engines. They produce them in 2618 aluminium alloy.

Though well-suited for use in powerful naturally aspirated engines and long-stroke applications, perhaps more notably still they are particularly useful in forced-induction and nitrous motors producing up to 1,500hp and beyond. Crucially, the larger skirt is positioned on the major thrust side of the piston, thus the smaller resides on the minor thrust side.

Though the intake and exhaust valve pockets act as a guide to the piston's correct orientation to the valves, a laser-engraved arrow marked Front points to the front of the engine to ensure the asymmetrical skirts are positioned correctly.





Finite element analysis is all part of the piston design program. Potential designs are run through many hours of thermal and mechanical load simulation before the first billet prototype is even machined for real-world testing

Fresh out of the forge

To further their levels of accuracy Coordinate Measuring Machines are used for final inspection performed prior to shipment

PISTON AND PISTON PIN MASS REDUCED

One of the delights of asymmetrical piston design is weight reduction. Another is the redistribution of material, which can be moved to strengthen areas subject to higher stresses. As a result the completed design rewards you with a lighter, stronger and more durable piston.

In addition, further weight reductions are achieved by introducing shorter pistons pins. Traditional fully round piston pins are generally 2.750in long and weigh 130 grams. In contrast, these asymmetrical pistons use pins 2.250in long that weigh only 106 grams. Each pin is machined from 5115 alloy steel with a wall thickness of 0.150in. However, both wall thickness and the material grade can be raised if desired. Pin ends are machined to accommodate round wire locks. Incidentally, noisy cold starts, the effect of piston slap in the bores as the engine reaches operating temperature, are averted by moving the piston pin position slightly off-centre.

UNORTHODOX RING PACKAGE

Above the skirts lie the ring grooves that are machined to fit 1.2mm top, 1.5mm second and a 3mm oil control ring. Though not included in the piston package JE recommends using their Pro Seal ring pack. These packs include a carbon steel nitrided top ring, a Napier-style hooked face second ring, and a standard-tension oil control ring. Importantly, the top ring has a more durable ring face than the normal plasma moly inlay type and as a result is better suited to combating the challenges of higher cylinder pressures induced by nitrous oxide and forced induction.

The most interesting element of the second ring, a Napier-style hooked face ring, is that it possesses oil control attributes not found in conventional tapered second rings.

Although almost every aspect of JE's LS asymmetrical piston design differs from its factory counterpart, they still facilitate the factory oil squirter systems to keep the pistons cool. Also, to aid in piston cooling and reduce the likelihood of hot spots, JE adds smooth-finish crowns to each piston, blending all edges of the piston crown including the valve reliefs.

Perhaps the most encouraging news in recent times from JE concerns availability. What's the point of having the finest cutting-edge product if consumers cannot obtain it? Commonly, lead times of three weeks to a month for custom pistons, especially during the first half of the year, are not unfamiliar. Clearly, there is a huge advantage in having comprehensive stocks on hand, offering two-week lead times for custom units and understanding the imperative of two-day shipping. And this JE knows. In the past two years they have pioneered all manner of production and warehousing innovations and now claim the largest stocks and fastest lead times in the industry.

Remarkably, they carry 40,000 pistons on their shelves, an increase of 40 percent over last year. And by operating two major shipping points, one in Mentor, Ohio, and the other in California, a large percentage of their customers receive product in five days and ninety-five percent in ten days. In addition, they established an Expedite service for custom pistons which rarely exceeds ten days—and sometimes as swift as seven.

SOPHISTICATED EQUIPMENT KEY TO SPEED AND ACCURACY

Of course it helps when you manufacture your own forgings and have access to over 300 variations. After the piston design is completed the machining process takes place which, given JE's extensive machining capacity of approximately 65 machining centers is where they gain much of their efficiencies. As we have come to expect from the miracles of Computer Numerical Control, today's sophisticated machining centers hold tolerances to remarkably high standards.

To further their levels of accuracy Coordinate Measuring Machines are used for final inspection performed prior to shipment. Three-dimensional apparatus, they are employed for measuring the geometrical proportions of each piston, accuracy that earned JE an ISO 9001:2008 quality certification, allowing them to confidently stand behind each piston they manufacture.

For professional racers or performance enthusiasts seeking greater versatility than afforded by forgings, JE offers billet-style pistons. Billets accommodate infinite design objectives; they also permit last-minute changes in specifications, much prized by professional teams who are constantly altering their piston designs from race-to-race.

Interestingly, drag racing applications represent nearly half of JE's business, but they also produce race pistons for various other applications including those competing in NASCAR, Indy Car, American Le Mans, and all categories of motorcycle racing. SC

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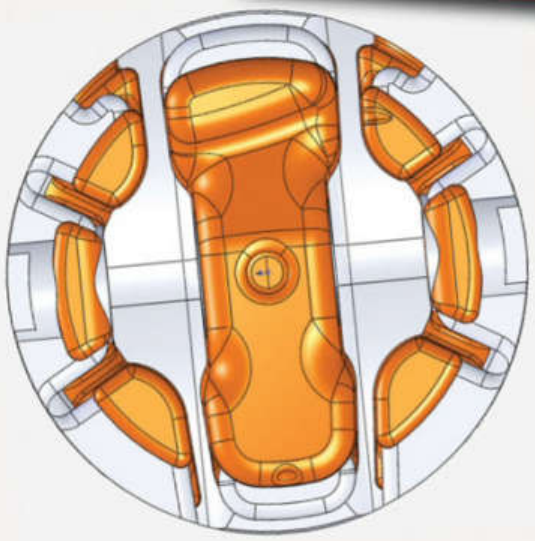

JE's engineering dept created a computerized 3D model of all factory oil squirters during the design of the asymmetrical pistons to ensure clearance

The skirts of a piston do not experience identical mechanical load with the major thrust side often up to 10x that of the minor side. Asymmetrical pistons keep material on the major side while reducing it from the minor keeping the piston light but strong where it needs to be

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WORDS: JASON ROUND PICS: ERIC TANG

A VERY SPECIAL BUILD FOR A VERY SPECIAL BOY GETS THE FULL NUT-AND-BOLT RESTO RENOVATION

IT DOESN'T GET MUCH TOUGHER IN TERMS OF STANCE OR OVERT MUSCLE

Many cars are built without a defined purpose. Sometimes we don't even know why we start (and sometimes certainly wonder why we're bothering at all), but for painter/decorator Con Malafouris (42) it has always been about his family. You see, his kids, fam and friends are number one in his life. His 1985 comes in second, but that doesn't mean the two cannot coexist.

Con always wanted a VK, making this one part of the family over five years ago now. Indeed, that was the main reason he picked it up in the first place: to cruise with family and just enjoy the entire process.

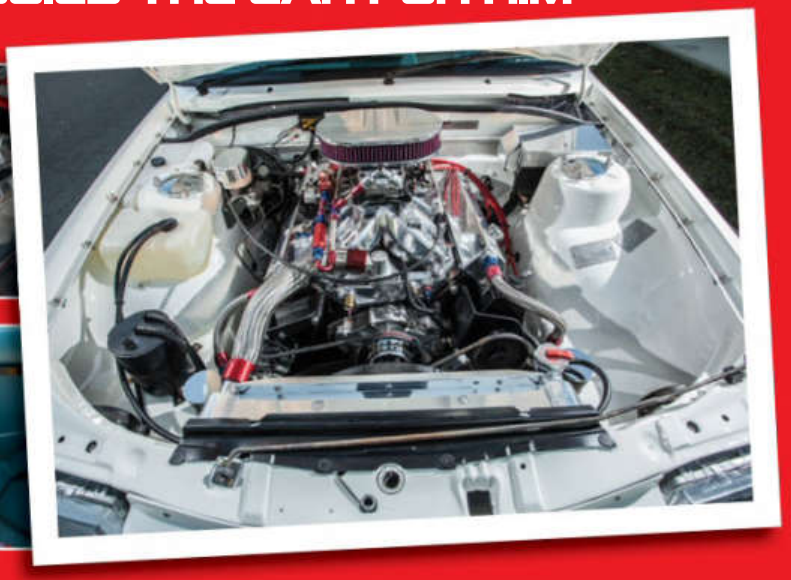
A classic 355 build, the stroked V8 is pumping over 500hp and is a serious smile-inducer

Asked what the best thing about it is, Con says that it's a "head-turner". He's had a V8 Cortina and SLR 5000 in the past, but the VK marks a new era in his performance pedigree. The build took two years and cost a total of $85,000. The build went rather smoothly, Con determined he's going to "keep the car forever".

Says Con, "I bought the car as an original VK 308 manual ex-chaser as a cruiser. After doing some engine repairs, my son with special needs jumped into the driver's seat, grabbed the steering wheel and shifter and made V8 grunting noises. It inspired me to build the car for him. After almost two years of having the car complete, nut and bolt restoration, I am now entering the car in charity events raising money for children in need such as Cruise 4 Charity. Whenever the car gets taken out with my son, seeing that smile from ear to ear makes the whole build worthwhile."

The Group A theming continues inside. Note the Hurst shifter hinting at the serious box running shotgun

"MY SON WITH SPECIAL NEEDS JUMPED INTO THE DRIVER'S SEAT, GRABBED THE STEERING WHEEL AND SHIFTER AND MADE V8 GRUNTING NOISES. IT INSPIRED ME TO BUILD THE CAR FOR HIM"



"WHENEVER THE CAR GETS TAKEN OUT WITH MY SON, SEEING THAT SMILE FROM EAR TO EAR MAKES THE WHOLE BUILD WORTHWHILE"

The body was in fair condition when Con grabbed the VK. It had the usual rust you're liable to find on a girl on this vintage, but Kerry Kadi soon took care of that with the new white coat. Throughout you'll find various hat-tippage to the infamous Group A, particularly inside (thanks to Top End Interiors) and around the body itself. It doesn't get much tougher in terms of stance or overt muscle… especially not with over 500hp on board.

The regular 308 has been fitted out with a stack of internal goodies, including Scat crank and I-beam conrods matched up to forged flat-tops. Running a special cam and a 750 double-pumper, both torque and power come easily with the slightest prod of the foot. The VT HSV heads have been bench-flowed to 600hp and seen quite a bit of work, with engine builder Ned Sassine even throwing in one of his own oil pumps. Pushed out via a custom 3.5in exhaust it provides the precise soundtrack that Con heard his son grunting away with that fateful day way back when.

The top loader won't be breaking anytime soon and nor will the bank now everything is more of less complete. Numbers might be run if time allows, but that was never the purpose of the build. Certainly the car has become something of a crowd favourite whenever it hits the charity rounds. People just love the combo of a tough VK, proven combo and a quality finish. Really, what more can you ask for?

Thanks: "A very big thank you to Kerry Kadi for the endless work on the VK paint and panel, Dave Geroski from Top End Interiors, Ned Sassine for the engine build, Chris at Carline, Steven Boulos at Rare Spares, George Mokdessi for the cooling system, George Antiohos for the detailing, Sam Papadoulas for the red walls, Con Kambo, Panda and the boys for helping with the build, you know who you are, and a big thanks to my wife Vicky, daughter Elleni, son Liam for being patient with me through the build, sus and brother in-law for helping to store the car at their place, thanks guys." SC

NITTY-GRITTY

ENGINE:
355ci eight-cylinder

PERFORMANCE:
510.8hp, 438.5Nm

ENGINE HARDWARE:
308 block, Scat crank and I-beam rods, custom camshaft, forged flat-top pistons and Hastings rings, custom lifters, Manley valves and PAC Performance springs, VT HSV head, polished aluminium rocker covers, ported heads bench-flowed over 600hp, ASR sump, Ned Special oil pump, Holley Black fuel pump, 750 Ultra Double Pumper carbie, PWR four-core radiator, 14in thermofan, Bosch ignition system, 1 3/8in Pacemaker extractors, 3.5in custom exhaust from collectors

DRIVETRAIN:
Custom Bullnose top loader, Hurst linkages and shifter, heavy-duty clutch, 9in LSD full spool, billet 35-spline axles

SUSPENSION/BRAKES:
King Springs and GT Monaro shocks, Whiteline swaybars, Panhard bar, braided brake lines, 315x18,, VU HSV alipers with cross-drilled and slotted rotors, 1in-bore master cylinder, Bendix brake pads, VT drilled and slotted rotors and calipers rear

WHEELS/TYRES:
20in HDT Momo wheels, 235/30 tyres

BODYWORK:
White, Group A HDT rear wing, Group A grille and front bumper

INTERIOR:
Scheel seats, Group A Series II trim, Hurst shifter, Auto Meter tacho, oil pressure and temperature gauges, Momo steering wheel, Kenwood head unit, Hyphonics amplifier, 7x10in Kenwood speakers

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For digital images, ensure that they are all supplied in high res, not compressed and at least 1 megabyte in size before emailing them off to homebrewed@streetcommodores.com. If you're not sure what all that means, ask someone from the younger generation!

THIS IS JUST A TRIBUTE

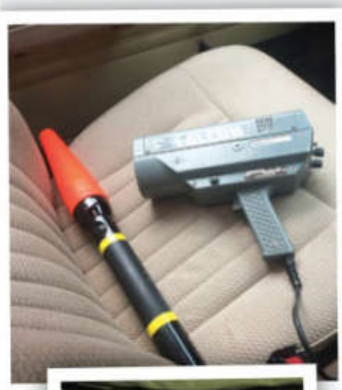
Steve Taylor sent us some snaps of his VT sedan that pays homage to V8 Supercar driver Craig Lowndes. The car rides on a set of early Clubsport rims and wears some HBD bodykit pieces for a more aggressive appearance, while plenty of vinyl-cut sticker work spells out Steve's tribute to Lowndes. It's even more interesting inside, where you'll find some custom blue and white trim by Standout Interiors that covers the seats and door trims. Lowndes would be proud.

WORK IN PROGRESS

Hailing from the west coast, Ben Walters owns this mean-looking VE SS. It already boasts some choice upgrades, including a Walkinshaw exhaust, cam' upgrade, underdriven pulleys and a full suspension upgrade with slotted rotors and custom painted HSV rims. If all that weren't enough to create a kickass cruiser, Ben tells us that the car is about to cop a blower kit, to really ramp up the ponies and put a little more grin above the chin. The VE will definitely deserve those number plates once that happens!

WICKED WAGON

It's not every day you see a wagon with something protruding through the bonnet. It's not every day you see a wagon slammed into the weeds and covered in satin metallic blue vinyl, either! The huge Powercruise sticker across the windscreen may give a little hint at the true purpose of this balls-out VT people mover, with a Holley EFI tunnel ram intake and OTC CAI making a real presence up front confirming that this is no mere kiddie bus. The blacked-out engine bay is in process of being further cleaned up with the passenger side already clean and clear, but we still get the feeling it's all about getting out there and having fun.



FULL HOUSE

Chris Adnams is a VL fanatic. Not only does he own this pristine, full-house VL turbo, but he's also got another in the build right now – one that will be powered by an RB26 and painted in the same electric metallic green. This example is just as sweet, boasting a built RB30 with CP forgies and Spool rods with a custom JW cam', flowed head and T51 turbo. The list goes on and on, but at the end of the day, it's the results that count and Chris' VL has made 544rwhp on the chassis dyno so far. Chris tells us he plans to race it soon to see what kind of ET it'll do.

ALWAYS ON DUTY

Considering most of us have some level of dislike for authority figures, like the plod, it's always a little surprising to us when we see Commodore owners lovingly restore ex-cop cars to their former 'glory', so to speak. Simon Murran clearly loves his BT1 VK sedan though, and despite looking totally vintage, circa 1985, pop the bonnet and you'll get a surprise. Lurking below the yellow hood is a cammed LS1 with a 2700rpm stall making 246rwkW, which must make the light old VK really get up and boogie. It's an excellent result for what was a short nine month rebuild, with another four months to source all the cop gear.

CONDITIONS OF ENTRY

Information on how to enter forms part of the conditions of entry. The competition is open to Australian residents only. Employees of Express Publications Pty Limited ACN 057 807 904 ("Express") and their subsidiaries and families are not eligible to enter. The prize is not transferable or exchangeable for cash. The competition commences 10/07/2014 and closes last mail 06/08/2014. The winner will be chosen at 2 Silverwater Road, Silverwater NSW 2128 at 4pm on 08/08/2014 after the competition ends. There will be 1 winner. If the winner is not present when chosen they will be notified by phone and mail. The winner will be decided by a panel appointed by Street Commodores Magazine. The judges' decision is final and no correspondence will be entered into. This competition is a game of skill and chance plays no part in determining the winners. All entries will be judged individually on their merits based on creativity and originality. The total prize value is worth approximately $120.00. The prize value is subject to change after printing. The promoter is Express Publications Pty Limited, 2 Stanley Street, Silverwater NSW 2128 (02) 9741 3800. Express will pay for the delivery costs of the prize to the winner and deliver the prize to the winner. Express will not pay for any other costs associated with the prize. Entry forms submitted will not be returned to the entrants. By entering the competition you consent to Express reproducing and publishing in whole or part throughout the world your statement which you provided to us on the entry form which we may use in all media formats including print, electronic or any other publishing medium. All entrants' contact details may be used for promotional purposes by Express. Our privacy policy can be found at www.expresspublications.com.au/privacy/.

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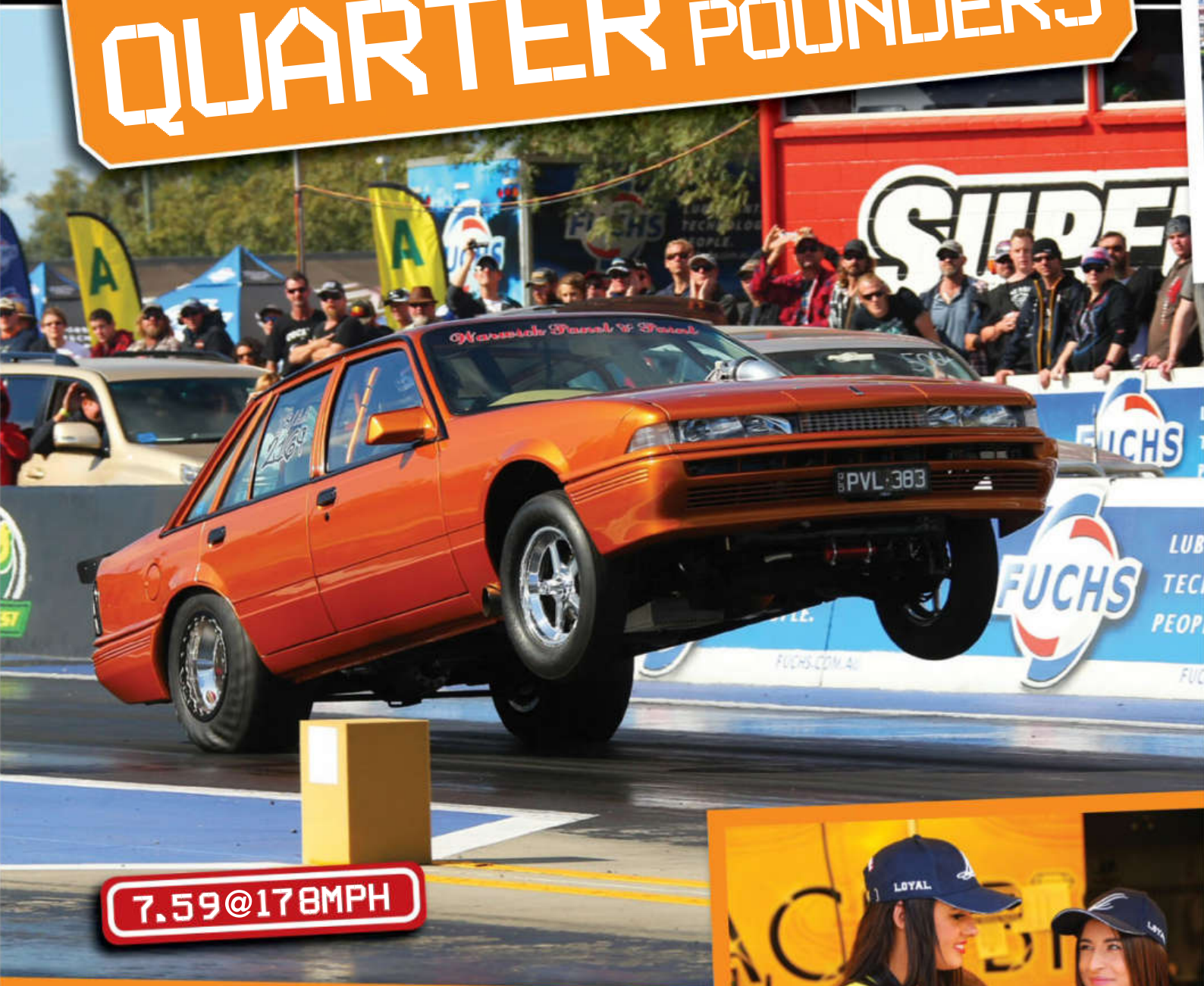


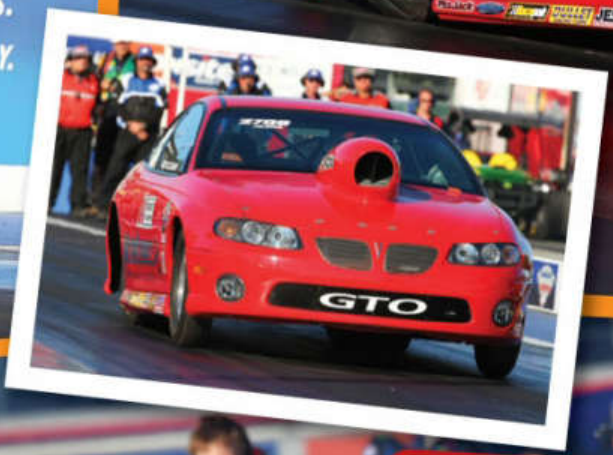
7.59@178MPH

8.29@163MPH

10.91@114MPH

11.50@117MPH

8.34@145MPH



7.04@194MPH

7.86@173MPH

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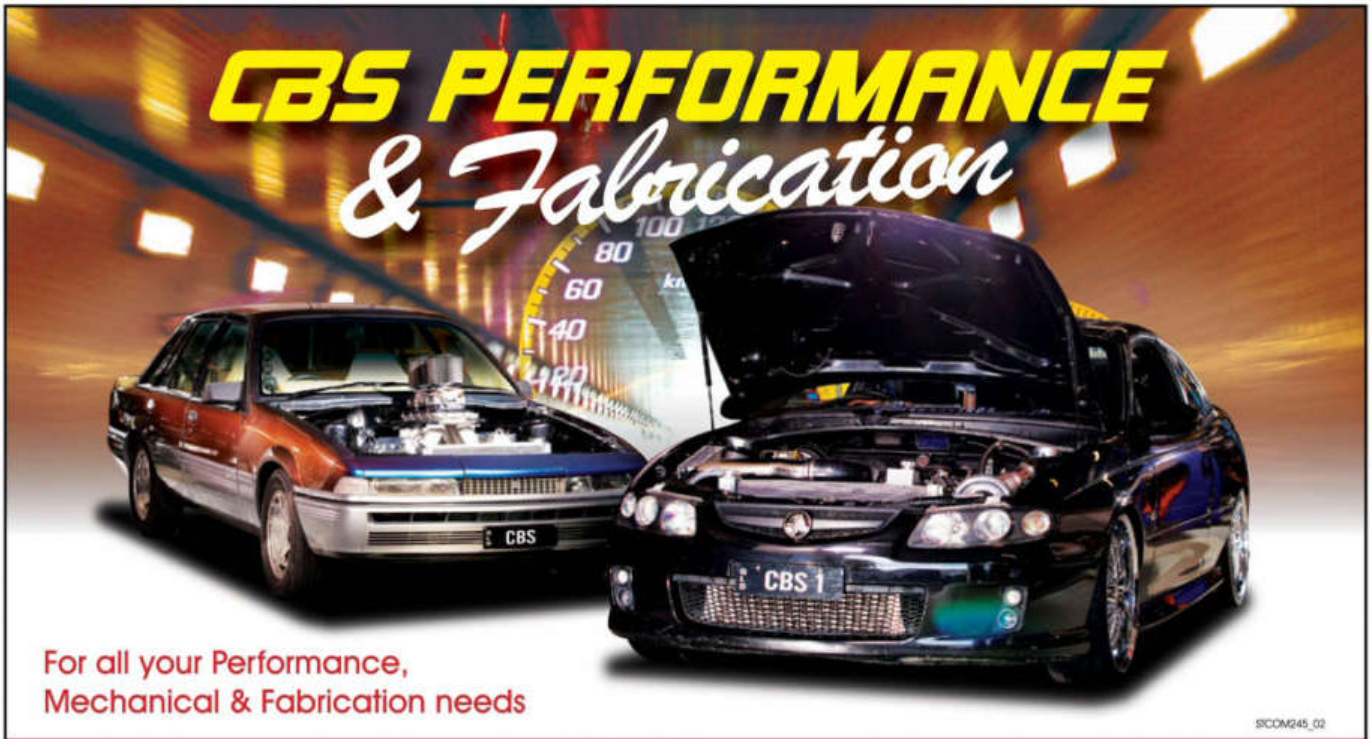

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WAY OF THE WA

BLACK AND WHITE AND REDLINING ALL OVER, HERE'S A 550RWHP UTE YOU DON'T WANT TO MESS WITH

To tread new territory, you've got to be willing to put in the hard yards. Just ask Jared Conway, a 25-year-old boilermaker and the owner of this very unique VE R8 Maloo complete with four-barrels and fly-by-wire retention.

Says Jared, "I walked in to buy an SS sedan and walked out with a Maloo." Let's just say that must have been one hell of a salesman…

"When I first got the car I was just going to do a cam, tune and exhaust, but we have come a long way from that now.

"I have always like white cars with black wheels. The body was in perfect condition when I purchased the car as it had very low Ks." Unfortunately, a short time after having owned the car, Jared walked outside from the shops one day to find a dint in the rear quarter presumably from a wayward trolley.

WORDS: JASON ROUND PICS: ERIC TANG

ARRIOR

Jared has also owned Holden Rodeo mini-truck and VZ ute also white and black, so it's not just a one-off, but what is lies under the hood. The LS3 build might have a few scratching their heads because, yes, the factory fly-by-wire and injection is retained given what's sitting high and proud on top there.

It was far from a smooth build. "There were a lot of problems. When the motor was first built it was trouble-free. I really wanted to go to Powercruise 50 and was running out of time, so the standard heads and intake were put on and tuned. The car put out just under 510rwhp but was restricted.

"As soon as I got back home the heads and intake came off. I was kind of lucky, as I had a collapsed rocker but couldn't hear it over the car. New CNC heads were put on, but the real challenge was setting up twin four-barrels with fly-by-wire. Still, we tried a few ways but it just kept tripping the computer. I was pretty much ready to give up, but Deano from Powerhouse kept telling me we would get it… and we did—after a lot of bad words and beer drunken. It works great, I couldn't be happier and it looks phat hanging out of the bonnet.

"I was originally going to put a supercharger on, but Dean was in the process of doing the same motor built for a VY. So I thought 'why not?'. It would be something different in a VE." The Dean being referred to there is Dean Christensen at Powerhouse Auto, who has had a big hand in this build as you can tell by the stickers running down the sides.

"At the moment I'm trying to work out whether to wrap the car of respray the car in a satin white with tubs fully re-sheeted so it's all smooth. I would like to do a re-trim, but the HSV interior is already really nice and still in great condition." An 8/71 blower is also on the cards. You've been warned.

Jared tells us he's always had a thing for black and white cars. In fact, he's got two utes like this

Yes, the car is still fuel injected and still using the fly-by-wire electric throttles. It all works seamlessly

"THE REAL CHALLENGE WAS SETTING UP TWIN FOUR BARRELS WITH FLY BY WIRE. I WAS PRETTY MUCH READY TO GIVE UP, BUT DEANO FROM POWERHOUSE KEPT TELLING ME WE WOULD GET IT... AND WE DID"

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ENGINE:
416ci LS3 stroker

PERFORMANCE:
550rwhp with standard diff gears

ENGINE HARDWARE:
Lunati crank and rods, SRP forged pistons, Camtech custom grind camshaft (248/252), Manley pushrods, Lunati high-rpm lifters, GM CNC-ported and polished heads, Lunati rockers and double valvesprings, Mellings high-volume oil pump, Holley high-rise tunnel ram intake manifold, twin Aeroflow 1375cfm throttlebodies, Pacemaker four-into-one 1 7/8in extractors, high-flow cats, straight-through twin 3in system, braided fuel and breather lines, Turbosmart fuel-pressure regulator, 880cc fuel injectors, twin in-tank fuel pumps

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BODYWORK:
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INTERIOR:
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If he could do it again, Jared says he'd probably start with a cheaper car. That said, he's pretty proud of what he's been able to put together here and hopes to get it out and about soon… no doubt to a whole new string of puzzled HSV fans.

Thanks: "My girlfriend for putting up with all the time spent on the car, Deano from Powerhouse, who spent a lot of hours of his own time to help me, my mates Josh and Joel, who helped out where they could and my brother for fabbing up the parts for me because I was too busy with work to do it myself, Powerhouse Auto (07 4152 1414), TQ Paintworks (0417 558 528), Conweld (0439 006 674)." SC

Given how good the HSV interior is from factory, it would be a crime to rip it up for a re-trim

"I WALKED IN TO BUY AN SS SEDAN AND WALKED OUT WITH A MALOO"

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